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Wind-up window '55

RHD Razor Edge
Rarer-than-rare Type 34

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IT'S GOODBYE FROM ME…

If you're detecting a slight undercurrent of sadness in this month's news pages, it's because this is the last issue produced by the *VolksWorld* team as you know (and hopefully love) it. And to be honest, we're all feeling a little blue about it.

Having been taken over by a new publishing house, it stands to reason there would be one or two changes, and sadly one of those will see the dream team broken up and heading their separate ways…

From the next issue there will be a new arse in the hot seat as Ian Cushway takes over from myself to become only the fourth editor in *VolksWorld*'s illustrious 29-year history. I wish him all the best with what I know from personal experience can be both the best job in publishing (when a new issue comes in and the owner of one of the feature cars tells you how stoked they are to see their car in print) and a thankless task (don't bother reading forum comments from people who don't actually read the magazine).

Chancer

I originally got into journalism to write about about classic cars, but I specifically wanted to work on *VolksWorld*. To that end, after university I enrolled on a post-graduate diploma in journalism, where I told my tutor what I wanted to do. "No chance," he said. "It's virtually impossible to break into a niche title like that." Before pointing out a typo! He might have been right about the occasional typo, but not only did I get to write for the mag I first started reading when I was 16, I was ultimately given the opportunity to decide what went into it. And that's pretty cool in my book.

Friends indeed

It's not all been plain sailing. My close friends know I've had something of a rough time of it over the last few years, but one thing that's always helped take my mind off the challenges in my personal life has been my association with VWs. They've been one of the few constants I could rely on in even the darkest of times, and through them I've made some of the best friends anyone could ever hope for.

I've also been privileged to work with a cracking bunch of like-minded people, and I can't imaging any other office that's as much fun (and occasionally filthy-minded) to work in as this one has been.

> "From the next issue there will be a new arse in the hot seat"

Truth be told, in the nine years I've worked on VW mags for this, and the previous publisher, Time (st)Inc, none of it has ever felt like real work. Take it from me, if you can make your hobby pay the bills like I have then you can truly count yourself blessed.

What's next for me? I won't be going far. The new guv'nor has asked if I'll still contribute to the mag, and I'm hoping that comes to fruition. That will have to fit in with my day job though, as I'll continue to edit our sister magazine, *Camper&Bus*, which is the mag Ivan took me in to work on all those years ago. Thank you Mr. McCutcheon, and you Steve Gosling and Mike Pye.

I suppose I should sign off with something profound, and what better from a *bona fide* geek like me than a spot of Tolkien? I regret to announce, this is the end. I am going now. I bid you all a very fond farewell. Goodbye. ■

James Peene
Group editor

The *Bug Movie*

What started as a dream for Peter Ferguson from Northern Ireland became reality on Saturday May 28 when the UK premiere of Damon Ristau's *Bug Movie* took place in the appropriate format of a drive-in movie at the end of a convoy from Warrenpoint, along the Mourne Coastal Route to Donald Park in Newcastle, County Down. With messages of support from present-day exponents of the VW scene who are also featured in the movie, including A-list actor, Ewan McGregor, and Randy Carlsson of oldbug.com, the whole thing was a raging success, even blessed with an unusual burst of sunshine. Damon, and his wife, Elisabeth, flew over to be part of the action and a jolly good time was had by all.

Soapbox Challenge

Are you brave enough to take on the soapbox course at this years *Camper&Bus* Show at Eastnor Castle? Many have tried, but not all who have entered have made it to the end in their home-built gravity racers.

A hugely popular part of the show, the Soapbox Challenge welcomes all entries, but the wackier the racer, or the stronger the VW theme, the bigger the cheer you'll receive from the expectant crowd. Make it all the way to the end (or crash spectacularly in the attempt) and you'll be an even bigger hero!

It's not too late to take part. Visit www.volksworldshows.com to find all the necessary information on how to enter. We look forward to seeing you there over the weekend of July 29-31.

PYE EYED

Features editor, Mike Pye, says it how he sees it. For the last time

...and it's goodbye from him

It's been a blast, but the fat lady has started to sing

^ Best day at work ever. Full stop. Picture courtesy of Mike Key

^ Road trippin' with friends

162 monthly columns, with the only gap being between May and July 2013. That equates to 12½ years in magazine terms. Wow.

A lot has happened in that time, both in my life and in this wonderful world of Volkswagens we all inhabit, and I don't wish my final column to be simply a round-up of what has gone before, but there are a few things I feel warrant re-visiting. In May 2004, for example, I announced 'Project X', or Doctor Gonzo as it became known. I'm not about to claim that car started the Volksrod movement, far from it, but it's fair to say hot rod-style VWs were a new thing in the UK at the time. Now, a Volksrod of sorts turns up at every show I go to and, though many of them aren't to my taste, they're one of the few areas of the VW scene where people show genuine creativity – something I feel is otherwise somewhat lacking these days.

In March 2005 it was the closing of Carlsbad Raceway in California I reported upon. It held a special significance for me as I'd attended a meet there on my first trip to the States in 1988, but it held a much greater significance to many American VW heads as it was the venue for the DKP drag days at the height of the original California Look boom. Today, though it has been given a reprieve for another year or two, the future of 'Shakey' in this country is looking increasingly shaky, and if / when that day comes it will be an equally sad one for VW heads in this country that remember the infamous Beetle Bash years, and more recent Cal Look drag days.

In June 2005, I 'fessed up to helping chop up a RHD sunroof Oval for scrap a few years before. These days, people are hiring helicopters to pull VW carcasses out of lakes, forests and swamps that make that car look like a concours contender. And talking of Buses, it was with incredulity in March 2009 I commented on an early '60's Samba selling at auction for €70,200, or around 60 grand in our money. Now I'm hearing figures of anything up to four times that being bandied about in relation to certain Barndoors. Scratch that, we just found one today advertised for $350k! The world has indeed gone mad.

Whilst basking in the glorious sunshine of summer 2006 I wrote a piece about VWs being used in advertising, whether it be for oil treatment, chewing gum or car radios. Today, the Volkswagen Camper is the go-to symbol for ad agencies appealing to the upwardly mobile middle classes, whether they're trying to sell them something useful, or financial services. And everyone wants a 'retro' Campervan – at least until they drive one, at which point they buy a T5.

> "Writing these has been one of the most enjoyable parts of my job"

In April 2007 I felt moved to comment on the 'rat look' (erstwhile 'Hood Ride'), now patina phenomenon. At the time, such cars were still a relatively uncommon sight at shows, yet these days you can't move for them. Signs are we're over the hurdle now and, hopefully, this trend will quietly go away. Or at least people will see sense and stop paying restored car money for cars that need restoring. And I'll never understand sanding or pouring paint stripper over perfectly good paint and then letting your car rot. That is anathema to me.

A little later in 2007, I applauded the rise of the good quality reproduction part, be it wheels, repair panels or just straight up new stuff. It's no secret there's still an ongoing problem with the quality of some repro parts, but we're now in a position where a small number of companies are going to quite extraordinary lengths to produce the parts that people want at the quality they demand. And the same goes for the quality of the restoration work we are seeing these days, both from professionals and amateurs alike. It's truly incredible how far some people are going to resurrect old VWs, and it's a joy and an inspiration to be able to follow their progress on the internet. And talking of which, in November 2008 I urged people documenting their progress for the world to see to be honest. If a part works, or fits as it should, pass on the good news. If a job was a nightmare to do, tell people why, and how you got round the problem. We're all still learning and the internet is an incredibly valuable resource, if used properly. And honestly.

Looking back, one of my favourite columns was the infamous 'candles 'n' sandals' one from August 2009. And I stand by it today, even though I've now got kids who are magnetically attracted to the plastic tat stalls at any car show I go to. Just keep it off to one side. Please.

In May 2010 I questioned whether there would ever be a market, or a reason, to restore old VW show cars. Six years on, I'm still pondering the question. A couple have been done recently and I think it's fair to say the majority of people didn't understand them. I'm thinking Warren G's purple Bug (or Plum Skussy as some people call it) and Kid Dean's chopped, pillarless Squareback. I never personally liked the former, but I really liked the latter. Those that didn't remember it just questioned why anyone would do that to a Squareback. A couple of months later I implored people look beyond Fuchs, but that fell on deaf ears.

Many other topics have come and go over the years, but a line I wrote in the December 2010 issue sums it all up for me. "I guess I'm fortunate to be part of a [VW] club of our own, right here in the office." Sadly, that little club has, not through choice, now been disbanded, so it is with a feeling of sadness I conclude my final column for *VolksWorld*. Writing these has been one of the most enjoyable parts of my job on the magazine over the years, and I would like to thank you for reading them, especially if you ever felt moved to comment on any of them. I hope I'll see you around. ■

Rare '71 1302LS was sold new in Italy

Jackie White's Ghia was piloted by husband Jon to Jumpstart

Jumpstart 2016

With Jumpstart over for another year, here's a chance to reflect on Ireland's largest air-cooled VW event

Words Cathal O'Toole **Photos** Cathal O'Toole and Justin Tormey

Jumpstart has continued to grow every year, and shows no signs of slowing down. It's hard to pinpoint why it's become Ireland's largest air-cooled VW event, but it may have something to do with the very generous goodie bags given to each VW on the day, the oodles of prizes to be won from some of the best suppliers within the VW scene, the typically Irish relaxed vibe and the unique setting. Whatever it is, it all just works!

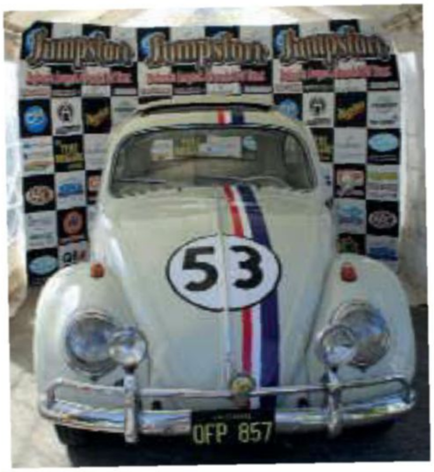
The tiny village of Loughmore oozes character from its stone walls, imposing castle, old mill, scenic picnic area by the river and, of course, the Cottage Tea Rooms, which couldn't be any more quaint if they tried. In fact, the Cottage is the hub of the event, housing the registration Bus, DJ Bus and gazebo.

Kevin Reade was on hand once again providing tunes all day from his '79 Bay Camper, although he did have to shut down for a few minutes when a funeral went through the village. Ironically, the funeral was for a 90-year-old mechanic, so his family saw it as a fitting tribute that his final journey be through a sea of VWs. You can't say you don't get it all at Jumpstart – a show for the living and the dead!

With 147 vintage VWs registering on the day, and an abundance of sunshine, this year's was the biggest and best Jumpstart ever. There was a large number of freshly restored cars on display this year, including quite a few VWs that haven't been seen since the early 1990s. Jerry Flannery from Limerick very generously donated his '62 ragtop Beetle, which Graham and Brian from CM Signs 'Herbied' so people could have their photos taken in Herbie. All monies raised from this and the raffle went directly to Barretstown Camp, and the final tally was just under €3,000.

> "Jumpstart – a show for the living and the dead!"

If you've never been to Jumpstart, we suggest you book yourself and your car a ferry crossing and head along to Loughmore for next year's event. For future dates and more information, check out www.carbsandchrome.com, www.facebook.com/Jumpstart-Irelands-Largest-Aircooled-VW-Event-1549468652016815/ or www.beetle.ie. We guarantee you won't be disappointed, alive or dead! ■



Jerry Flannery's '62 ragtop done up in familiar guise for the event so people could have their photos taken with 'Herbie' in front of the event sponsors board

Totally stock Type 3 Variant/Squareback once called Sydney home

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld.ed@kelsey.co.uk

› This Aussie '67 Resto Cal took home an award for being too damn cool

⌄ Ger O'Brien's 1303 is loaded with extras and was a demo car for VW Ireland

^ A well deserved prize winner was this burst of sunshine Split Screen

‹ After a winter transformation to German Look, Jumpstart was its first outing. It won an award too

⌄ Once a rusted out Anthracite Grey project, this '62 Beetle has come a long way

^ Like early RHD VWs? Then Jumpstart is for you with this Karmann beetle....

‹ ...and this Oval Window being just two of the many on display

› More loose bolt than Usain Bolt! Brian and his sister Roisin doing their thing in Herbie

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Berrys Hill, Cudham, Kent, TN16 3AG

EDITORIAL
Group Editor: James Peene
Tel: 01959 543538
Email:
volksworld.ed@kelsey.co.uk
Group Art Editor:
Steve Gosling
Group Sub Editor: Mike Pye
Contributors: Richard Gunn, Ivan McCutcheon, Lawrence Butcher, Cathal O'Toole, Georg Otto, Steve Parsons, Dan Pullen, Thru-a-Lupe Photographic, Steve Sharp, Zven Zimmerman David Hall, Josh Reynolds

ADVERTISEMENT SALES
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Commercial Manager:
Catherine Rowe
Group Ad Manager:
Ben Foster
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Production Supervisor:
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01733 362705
kelseylifestyle@atgraphicsuk.com
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MANAGEMENT
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From: **www.vwheritage.com** **Price:** **£179.95**

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From: **www.t7design.co.uk**
Price: **£150 inc. delivery**

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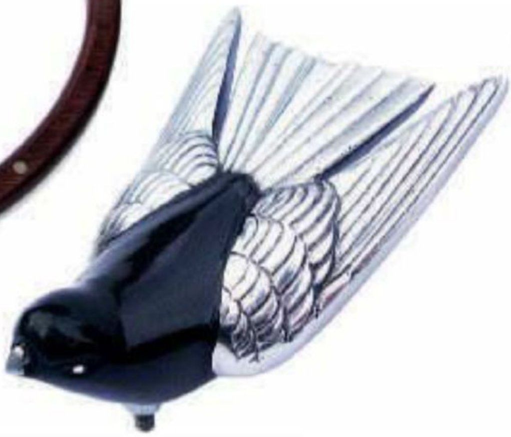
New woodrim

From: **www.aircooledaccessories.com** **Price:** **£275**

Freshly available for Splits, Bays, Beetles and Type 3s, these 16-inch wheels have been cut from a single piece of aluminium, and are dished by 3cm so they sit right in your VW. The lacquered, hardwood rim has nine pins to tie in with the nine bolts that attach it to the boss, as well as finger tapers sculpted into the back for comfort. The price includes the wheel, boss, Wolfsburg horn push and all hardware, so everything you need to fit one



Birdie emblem

From: **www.aircooledaccessories.com**
Price: **£45**

Bonnet emblems were a popular accessory in the '60s and this little birdie is said to have been inspired by a design that was available back in the day.

Measuring 14cm x 10cm x 6cm, they have been hand cast from aluminium and polished before being detailed in a contrasting black. They fit along the centre bonnet trim and are great if you want something a bit different to make your Beetle stand out

Bay air filter neck

From: **www.justkampers.com** **Price:** **£28.50**

These rubber snorkem dorkems (that's not an official name!) link the carb to the canister air filter on Early Bay Windows. They're often split and patched up with gaffer tape so, if yours is past its prime, why not order one of these top quality Preservation Parts?

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252VG0130

OUR PRICE **£94.80**

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252VG0140

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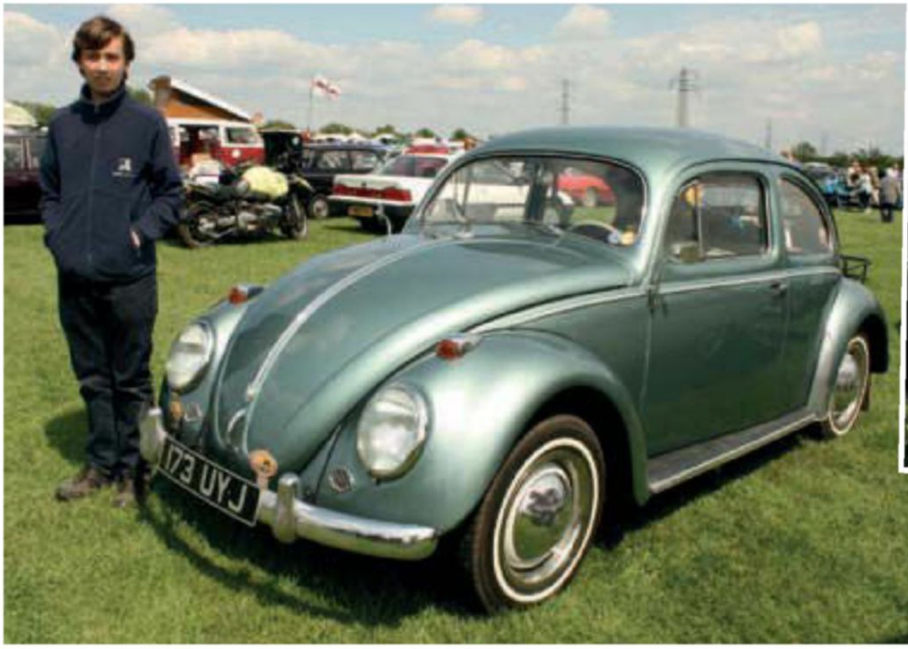
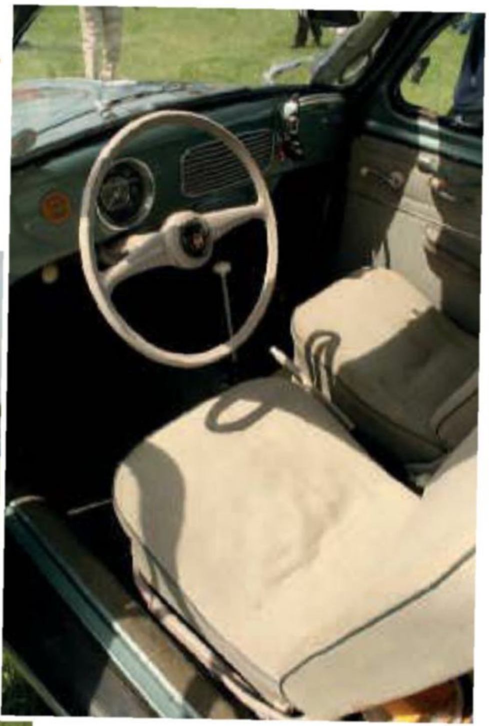
Car of the month





Interior is nice, but it's not original. A Strato Silver Blue car would have had similar, but in blue, with blue piping

Like many older European VWs, this one has had the late model indicator upgrade

Reece Burrows, 1955 Oval Window Beetle

Being only 15, Reece Burrows isn't quite old enough to drive, but that didn't stop him purchasing his first car two years ago when he was 13. Talk about starting 'em young! He got to know about his 1955 Beetle through friends living in Denmark, from where the car was purchased. It was incredibly sound, still running its original 1200cc engine and hardly required any work at all. Even the interior trim is original and very well preserved.

An unusual accessory is the rear luggage rack that Reece says was custom made for the car, with a quick release mechanism so it can be easily removed to access to the engine.

The bodywork has been repainted at some stage, but in the original colour of Strato Silver Blue (code L227).

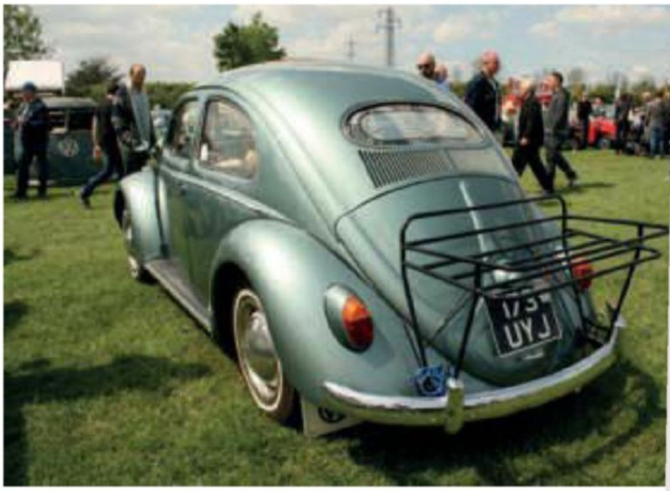
"Just about the only work I've had to complete is fitting new headlight glass and a replacement mirror. That's basically it," says Reece. "Oh, yes, and the accelerator cable has been changed as it snapped! The key ring has a tag advertising the original supplying dealer in Denmark, A.V. Vejgaard of Ringkobing, who are still in business. I've written to them, but unfortunately, they don't have any records of its history, but one day I'd like to take the car back to the garage. I do know that it was bought brand new by a driving school and then a year later was acquired by a farmer. The Beetle has just gone round the clock for the first time on the journey back from Harwich docks, and the odometer is now showing 4,000kms."

Right now Reece has to be patient and await his turn behind the wheel when he's old enough to drive, but meanwhile he attends shows with his father driving.

An Oval as your first car, how cool is that?

> "Reece has to be patient and await his turn behind the wheel"

Never mind the boot rack, check out the accessory heated rear windscreen



If only everything in life was as reliable as a stock 30 horse

Ford Diamond White was laid on in 1989. Wow!

Andrew Leyh, '64 Karmann Ghia coupé

Andrew has owned his Karmann Ghia since 1987, having bought it in a damaged state back then for just £500. The car had been hit along the driver's side and, as a result, the window wouldn't shut properly. Later, the car was targeted by vandals, who let the handbrake off while it was parked on a hill, causing further damage to the front. "I was looking for a project and the Karmann fitted the bill perfectly," remembers Andrew. "I had the damage repaired at Joe Herinckx's workshop in Essex and all these years later, I'm still married, have raised three children, but have managed to keep hold of the car!"

The Karmann originally left the factory painted in what Andrew describes as "bamboo-type yellow, with a good many other colours painted over the top, over the ensuing years!

"I wasn't keen on the original colour, so decided to repaint the car in white. In 1989 it was repainted in cellulose. With hindsight, I should have perhaps used a genuine Volkswagen white, but back then I opted for Ford Diamond White, that has a lovely bright sparkle, which is the reason that I chose it. This is now something that I regret, but hindsight is a wonderful thing." In any event, the paintwork has stood the test of time extremely well and still looks excellent.

The car still has its original 1200cc engine, while the front beam has adjusters to lower the car, purely for aesthetic appeal. "The stock ride height at the front was slightly too high for my liking," quips Andrew. "However, the rest of the car is absolutely original specification. Over the years I've completed quite a few jobs, including fitting new seat covers and I like to keep it well maintained and spend a few quid as and when necessary. My son, Michael, has got his own ideas about 'pimping it up' but I'm not as enthusiastic as he is about those plans!"

Considering this car was restored in Southend in the late '80s, it's remarkably restrained!

Non-D-ring steering wheel only appears on '64 and '65 Ghias

Marathon Beetle steels look the part

Robert Stock, '68 Fastback

Robert has owned quite a number of Volkswagens over the years, his first being a 1947 Beetle, which he bought for £50 when he was in the army and stationed in Germany, and which he fondly remembers as being a lovely little car. "It had six-volt electrics and in the winter it would get covered in snow yet the engine always started. I wish now that I had kept that Beetle," he says ruefully. His current VW is this Type 3 Fastback that had been stored in a garden in Eastwood, near Southend on Sea, Essex, for 10 years. "I'd known about the car for quite a while, as I used to see it sitting there when I was taking my dog for a walk," Robert recalls. "I've recently retired and bought the car in November last year as a retirement project. It had previously been damaged, fitted with panels painted in different colours and was only meant to be stored in the garden for a few weeks, but that stretched to 10 years."

To put the Type 3 back on the road, Robert had to do some welding work on the floorpan, go through the brakes, fit a new set of tyres, replace the front and rear windscreen rubbers and tune up the twin carb 1600cc engine. To make it look more presentable, he then repainted the different coloured panels green (the car's original colour was beige).

The interior is mostly original and reasonably well preserved, though Robert plans to replace the non-standard steering wheel with an original part. "It's a running refurbishment, which is exactly what I wanted to keep me busy," he enthuses.

Nardi steering wheel is not for Robert, and a fresh set of carpets will be fitted in due course

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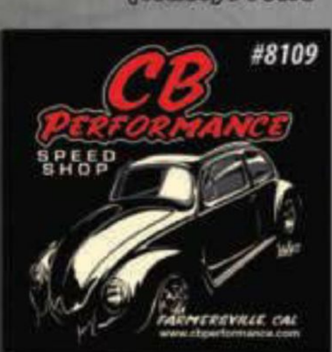
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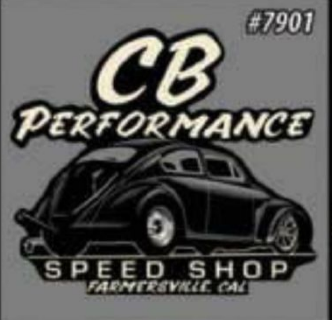
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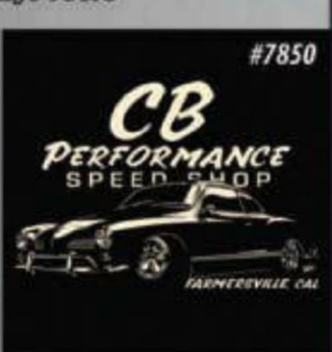
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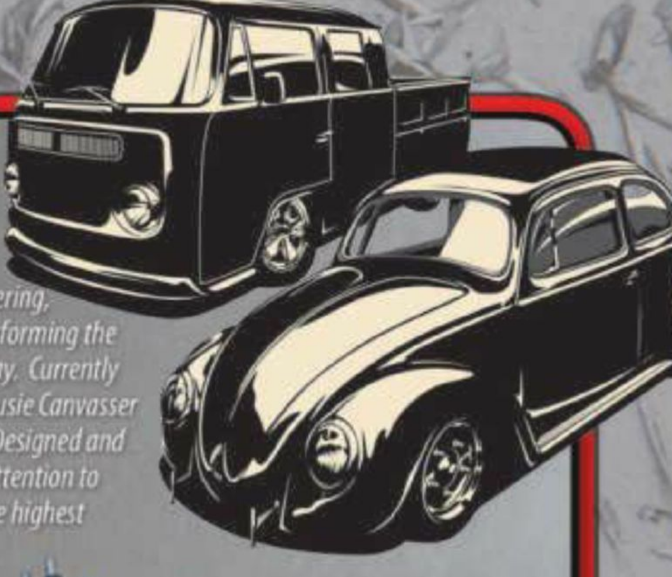

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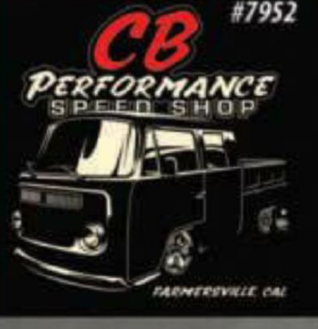
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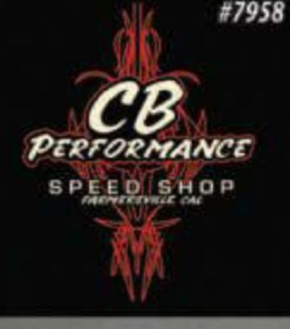
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Dedication to detail

Or how to make a polished aluminium rod for your own back

Words Mike Pye **Photos** thru-a-lupe photographic

I don't often quote my dad, but he said something to me once that really struck a chord, and it's definitely applicable here. Perfectionism is a blessing and a curse. Son. Sure, there are some people who can build cars in incredibly short order, but I wager they do not give the amount of thought to any single detail on their cars that Steve has given to every single detail on this car. It's been an abject lesson in overthinking, but the end result is, quite simply, magnificent.

As with any long-term project, much of what goes into it is forgotten. It has to be, or you would go mad. For example, when I asked Steve to make some brief notes for me, he wrote 532 words on the air ride switches. So, as it would be impossible to meaningfully explain every facet of the car here, I thought it pertinent to talk more about his thinking behind this car.

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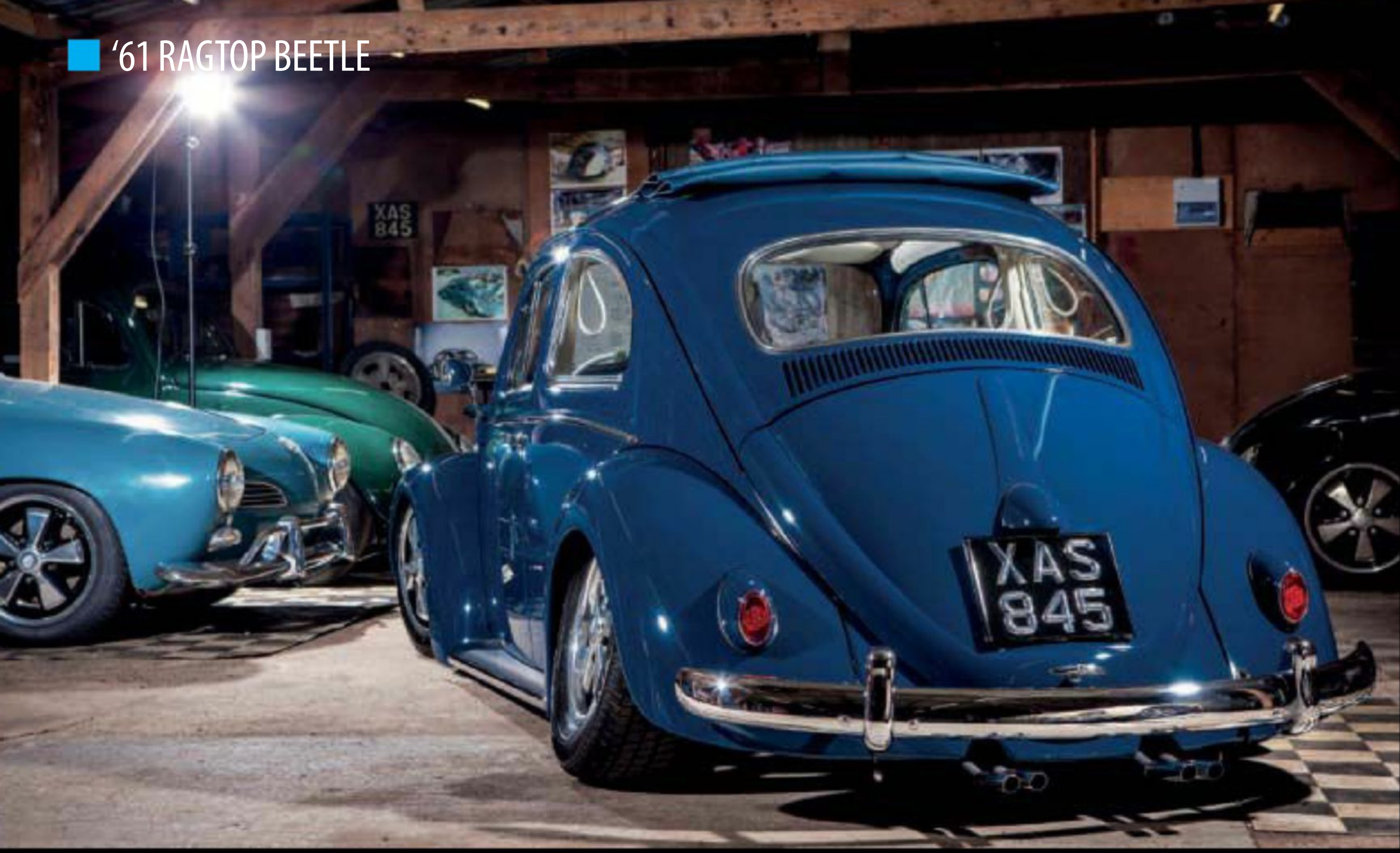


Surely only a madman buys the most expensive number plate available, then takes it apart, has the black repainted and individually re-polishes the letters. Nice paint job, huh?

"I wanted a project, it was as simple as that. I'd just bought a flat so only had limited funds, but I had somewhere to work on a car and wanted to improve my skills. In 2007, when I started, air ride on Volkswagens was pretty new and I didn't know anything about it, so I figured if I was going to take on a new project I may as well learn something at the same time."

Though Steve had his heart set on a '58-'59 ragtop, the opportunity to buy the *VolksWorld* project car of the time, an ex-Swedish '61 sedan, made the most sense. "I knew it was a decent car, and it had small rear tail lights and a lot of the early big window quirkyness I wanted. It just wasn't a ragtop. But it had an annoyingly dented roof which, to my mind, made it the perfect candidate for a sunroof graft.

"The plan then, as far as I can remember, was to do a couple of bits of welding, fit the sunroof, air ride it and drive it."

> "I wanted the car to look like Volkswagen had built it"

But just three days into the project, the body came off the 'pan and 'weld it and drive it' went out the window. The paint wasn't bad, but it wasn't great, so now it was going to get a nice paint job. But it was still going to be a driver, and the POR-15 was already in stock for the floorpan.

Buying the roof section was easy enough. A quick call to Julian Hunt at Karmann Konnection, £250 changed hands, job done. However, Steve won't mind me saying he worried, nay agonised, over the process of fitting it for months. "I researched the hell out of how to do it beforehand, and spoke to Steve Gilbert and Steve Hook about how best to tackle it." Once he'd made the first cut (actually I did it, or he'd still be worrying about it now), there was no going back, and buying a spot welder saved a ton of time in not warping the roof or having to grind down welds. Key to the whole process, and indeed the whole car, was to make it look factory. "I wanted the car to look like Volkswagen had built it. So all modifications were done with 'how would VW have approached this?' in mind. Stock, but not, if you like."

As such, all repair welds were butt welded, and things such as bumper mounts spot welded as per the factory. There's a load of detail on this work on the *VolksWorld* website under staff blogs and I'm quite happy to say it's as good as any similar work I've seen. I think Steve even surprised himself with the quality of his metalwork. "I bought a new welder and, for the first time in my life, read an instruction manual. That helped."

TECH INFO

BODY: 1961 Beetle with Golde ragtop graft, painted VW Indigo Blue

SUSPENSION: Airkewld 4-inch narrowed air shock beam and bolt-in rear air bag set up; solid track rods

BRAKES: Airkewld front disc brakes; stock late drums

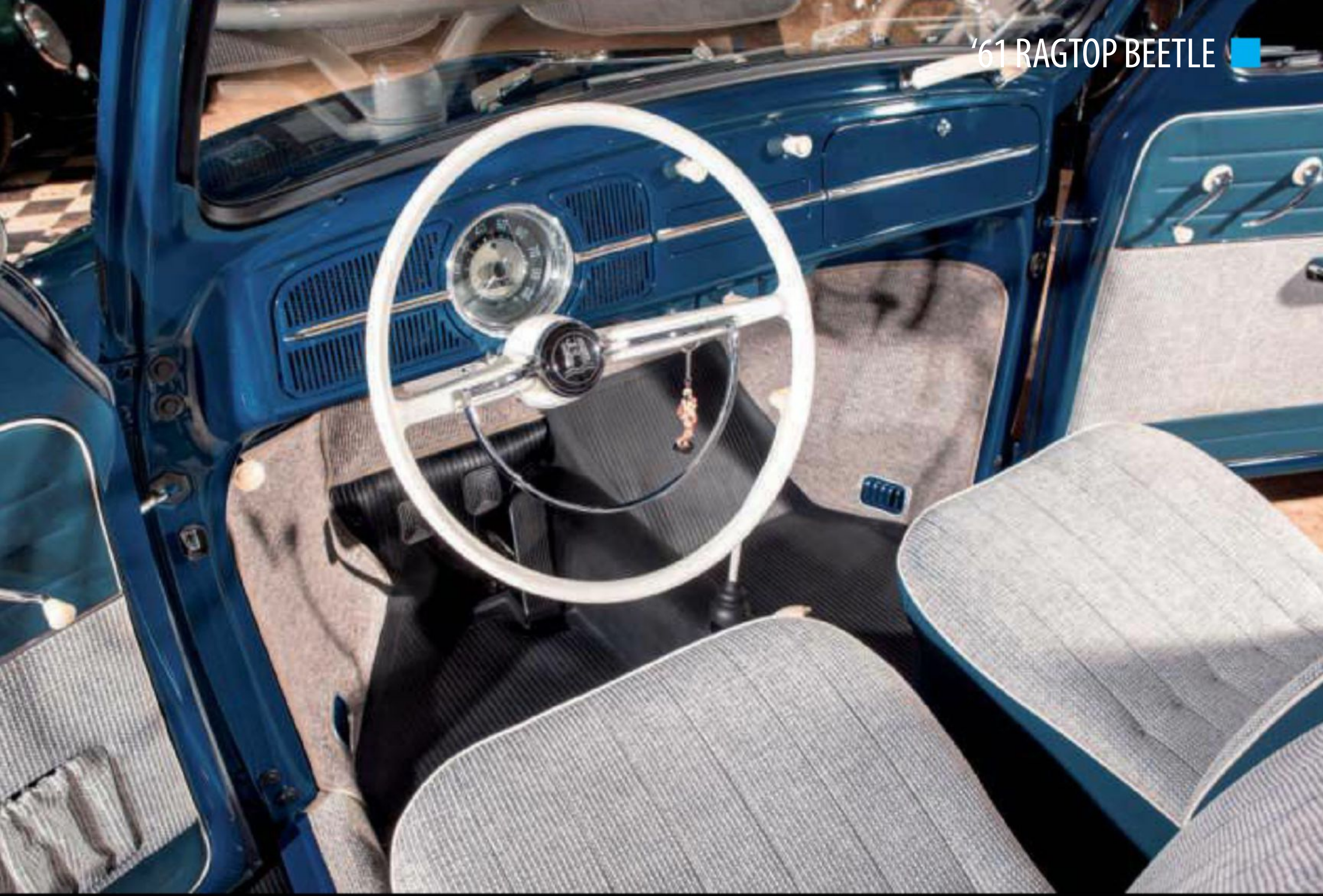
ENGINE: 1600 single port; Shorrock supercharger with single Stromberg carb; Vintage Speed exhaust

GEARBOX: Rancho Pro Street

WHEELS AND TYRES: Genuine 4.5 and six-inch Fuchs; 135 and 205/65 Michelins

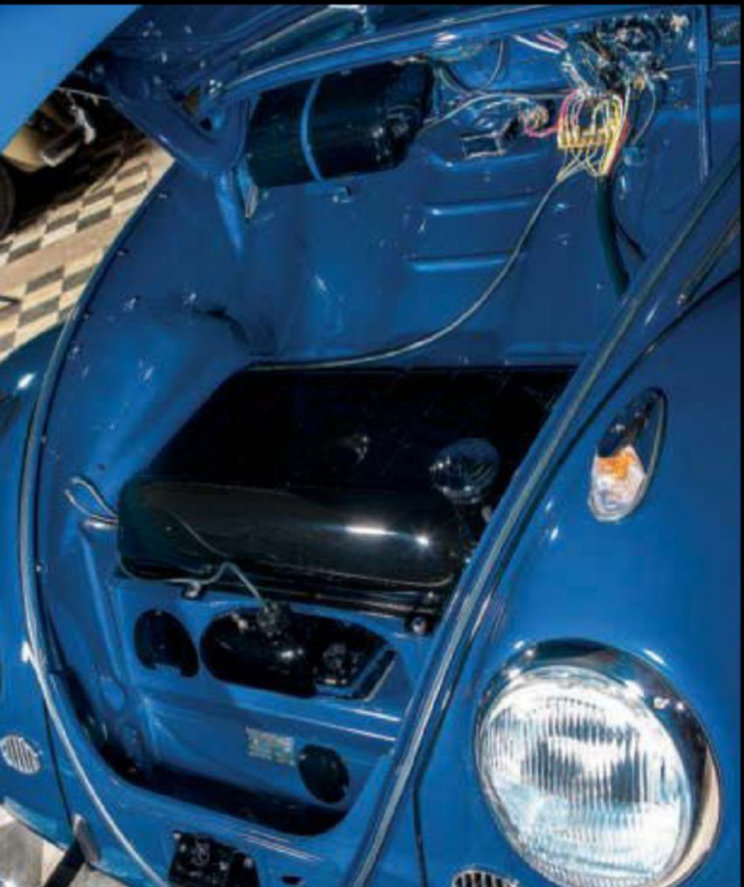
Airhead (ache)

People often say they've built their cars so they can be put back to stock if necessary, and I'm often sceptical about this, but Steve deliberately chose the bolt-in air ride kit from Airkewld, rather than the weld-in one, for this very reason. But given Steve's tendency to over think things, I think it's fair to say the air ride has caused more headaches than it has solved problems. "Everyone thinks air riding a car is easy. 'Just bag it' is a phrase I hear or read a lot. But you have to consider the suspension now has something like 12 inches of travel on the front and 10 on the rear. That means everything has to be considered as it moves through that



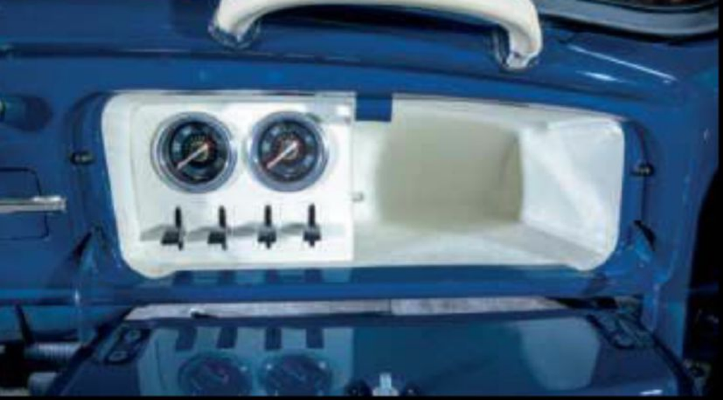
Trim was modelled after '58-'59 interiors, with nothing cluttering the beautifully simple stock dash. As Steve puts it, "VW got it right. Why add pointless trinkets for the sake of it?"

If you spotted that there are only three things crossing the boot area instead of the six VW installed, you're a man after Steve's heart. Note neat dual circuit brake reservoir conversion



NOS sunroof cover with correct heat-welded seams is the right colour for an Indigo Blue car. Yep, Steve polished those sunroof rails, too

The material used on the interior was chosen to mimic the sort of material VW used in period. Treatment of the Oval arm rest continues the black, blue and polished theme of the whole car



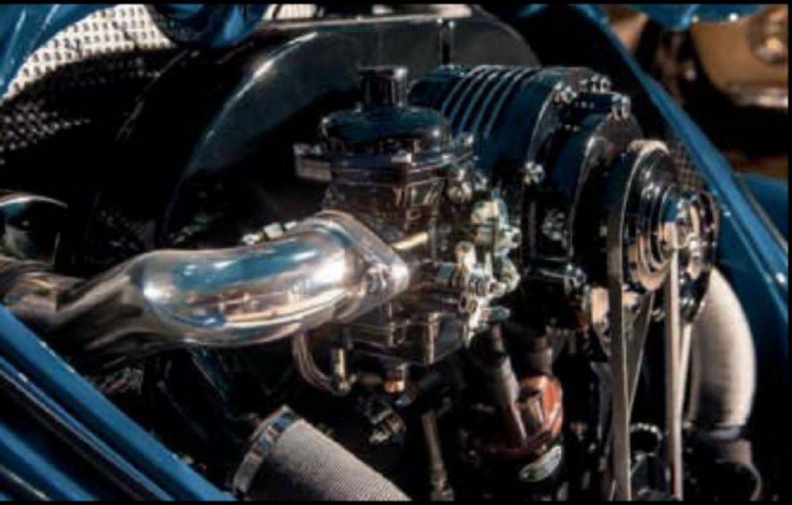
‹ Square weave carpet and re-pop floor mats from Wolfsburg West. Pedals were restored by Flatlands Engineering

˄ Air ride switches and gauges are a lovely bit of work. Just don't, whatever you do, ask Steve about this bit!

˅ Prime pointless details: polished wiper motor casing, chromed ash tray, hidden fixings on glovebox. I love it

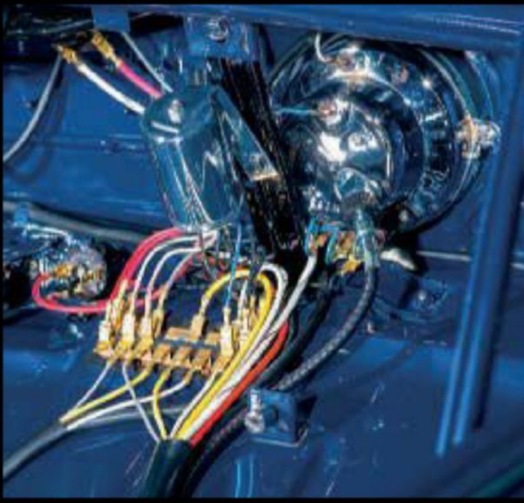
‹ Re-built speedo, centre colour matched to original, re-calibrated for 135 tyres

˄ The entire inside is painted perfectly, though this is all you can see now!

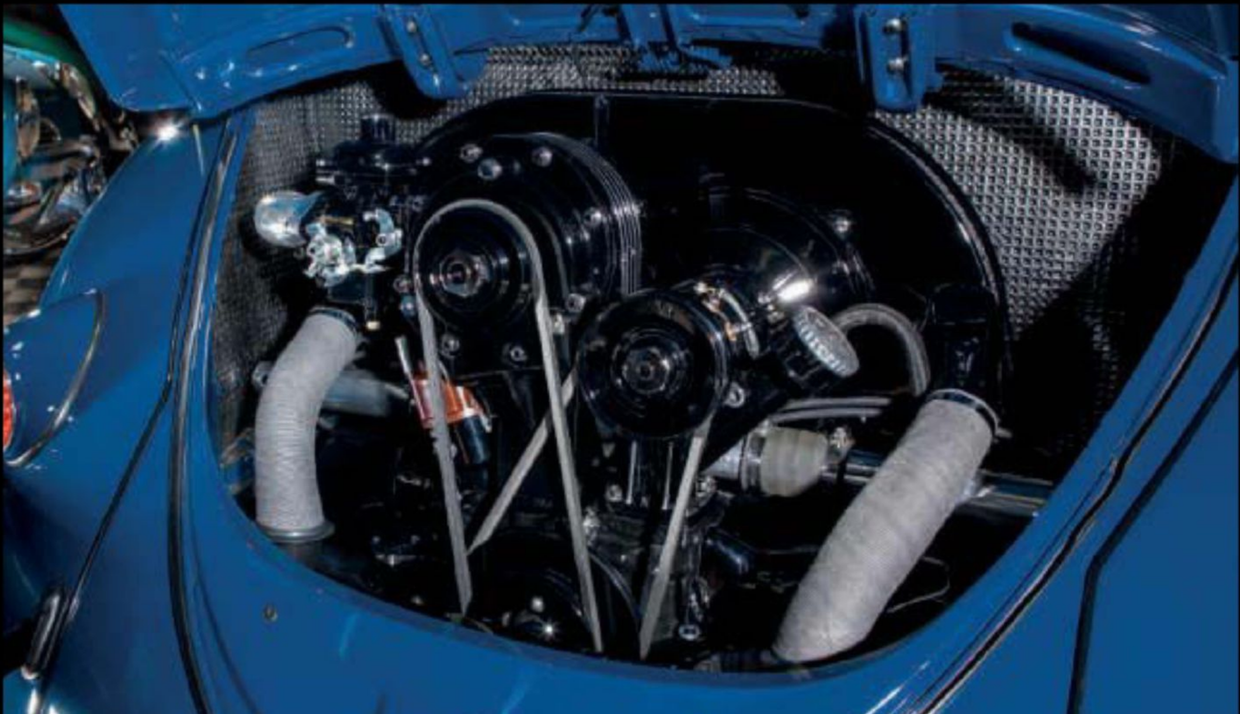


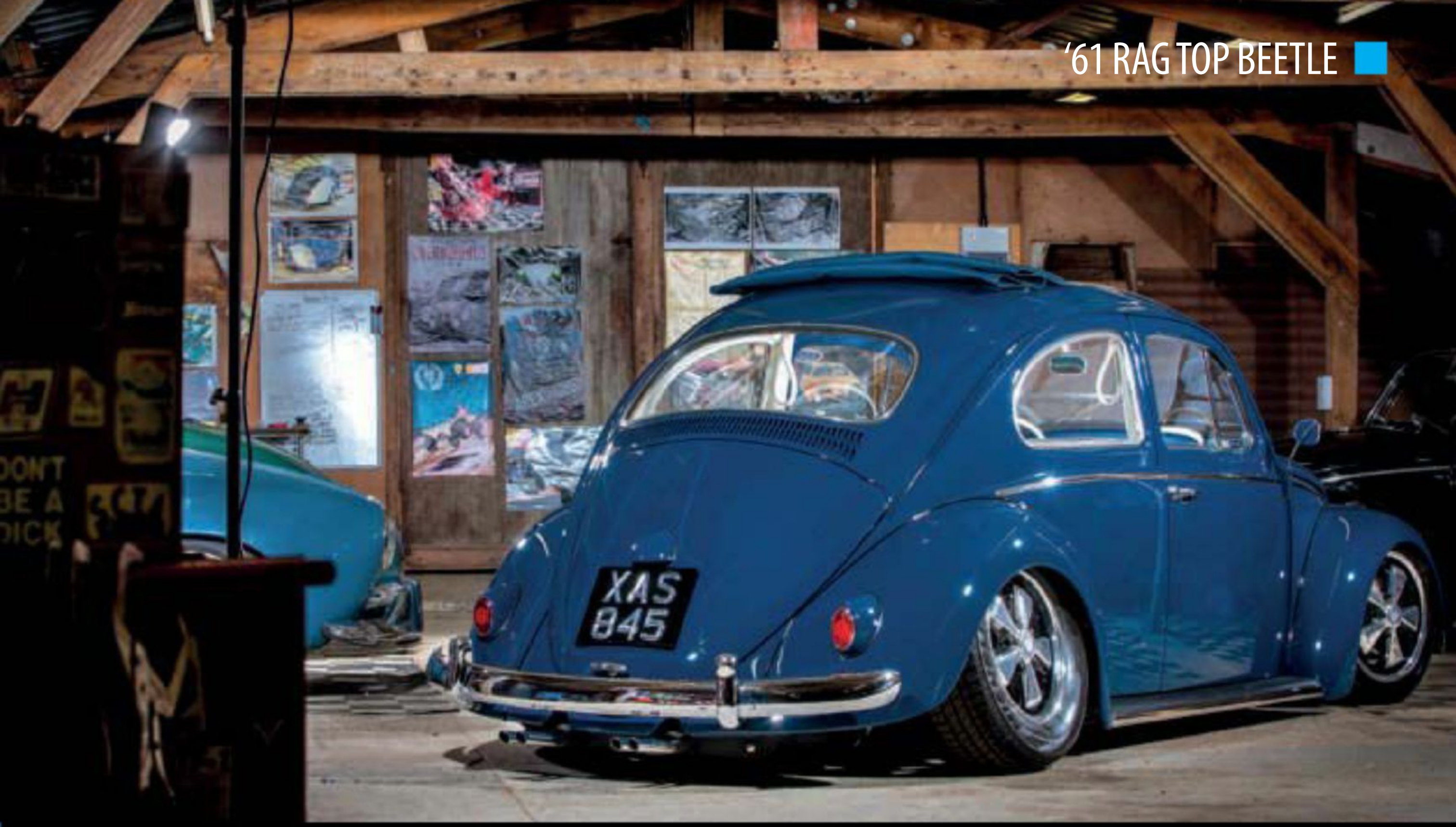
‹ You don't often see a Stromberg carb on a VW, and you definitely don't often see a Stromberg looking like this piece of exquisite jewellery

› Wiring is factory-style but much tidier. Wires have been re-routed and lengthened / shortened for optimum aesthetics. Steve made the one off 12V flasher relay in a 6V casing



› Have a look at the before picture on p23 and consider how much work has gone into the engine detailing alone. Under all the paint and polish it's a rebuilt 1600 single port with a Shorrock supercharger and a Vintage Speed Abarth-style exhaust





Going against the Resto Cal grain, Steve used Michelin tyres all round as he doesn't like the font on the Firestone F-560s. Wheels are gennie 4.5 and six-inch Fuchs

amount of suspension travel. You've got to check shocks, tie rods, brake lines, spring plates, balljoints, steering angles, toe in, toe out, camber, caster and bump steer possibilities. I love the way the car looks – it's exactly how I want it when parked – but I'm still yet to drive it any real distance, so can't yet say what it's actually like to drive and live with. What I can tell you is it's taken an awful lot of work and planning just to get to this stage."

To complicate things further, Steve decided he didn't want anything to do with the air ride system showing. Not only did this make for more thinking time, and more work, it forced a couple of compromises: "I wanted to achieve air ride if the factory had fitted it. Which obviously they wouldn't as it's a bloody ridiculous idea. Putting the air tank under the rear seat means I was limited on size so it doesn't hold much air. Likewise, the compressor had to be small to fit in the space on the framehead where I wanted it, so it doesn't refill the system very quickly. It's okay as I'm not treating air ride as I toy. The idea is to pump it up to driving height and leave it there, then drop it when it's parked. There will be no showboating."

> "I'm not treating air ride as a toy. There will be no showboating"

Creative thinking

The real turning point in the project came when the guys at Creative Coachworks got involved. "What Alan, Simon and Phil did with the paint blew me away. And once one bit is amazing, you can't put anything but amazing next to it."

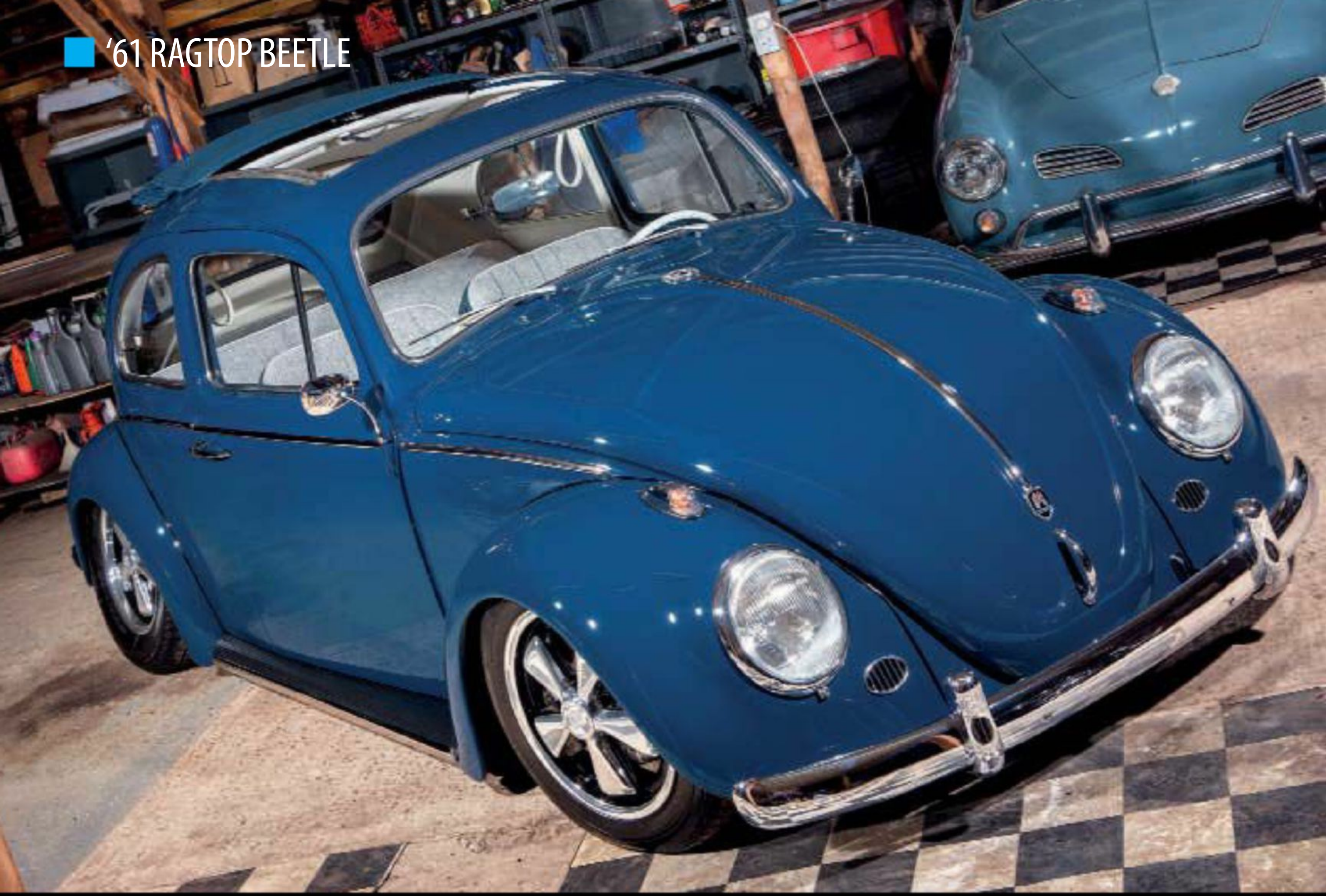
From where I'm standing, I don't think he could have gone as far as he has without Alan and the guys' involvement, but it's worth noting that Alan approached Steve, not the other way round. He liked what he saw him doing in the magazine, and wanted to be a part of it. More than that, he believed in Steve, and Steve hasn't let him down.

With the bar set by the quality of the body and paintwork, the 'pan had to follow suit, so it, together with all its bolt-on parts, were sent to Flatlands Engineering for blasting and painting. No more brush-painted POR-15, in its place high gloss two-pack black, which set the tone – no pun intended – for the rest of the chassis detailing. "I sent the 'pan to Mark [Dryden] for two reasons – I knew he'd make a good job of it, but I also wanted somebody else to check my work on the air ride set up. He made some small alterations I'd been thinking about to make it more secure, and gave me the peace of mind that what I'd done was safe and correct from an engineering perspective.

"The work all these guys did, together with the fact the metalwork I was doing on the body was so much better than I thought I was capable of, encouraged me to try harder with everything. In short, I, along with the people mentioned above, made a polished aluminium rod for my own back. But that drove me further to push myself and, ultimately, I've ended up with something way better than I could ever have dreamed of."

Kick in the nuts

I'm not sure I'm convinced, but Steve genuinely believes anyone can build a car like this, if they put their mind to it. I've known Steve a long time and I think that is playing down his inherent mechanical abilities, and his frankly unbelievable dedication, but I also firmly believe that what's made it the car it is isn't the paint, the floorpan or the choice of wheels, it's the way Steve has approached it: "If you go into something with the idea of making every single part as good as you can make it, the whole thing comes together." Be warned though, once you make a decision you have to stick with it. "I thought polished dome nuts would look good on the gearbox and ended up buying 142 of the little bastards, and hand polishing every



It takes a lot of work to make a car look as simple and understated as this. The key to its overall success is the way it all comes together

No one, not even the MoT man, will see any of this, but it was still treated in the same way. I particularly like the widened 6V battery cover to fit the Optima battery. That's the air tank on the right

Everything is either painted, polished or chromed, there's no powder coat anywhere on this car

Airkewld air beam and disc set up. Look closely and you can just see the compressor mounted on the framehead

No barbeque paint here, the exhaust has been ceramic coated for longevity. Those rocker covers are old Claude's Buggies ones with the logos machined off

one of them." He took the same approach with the stainless fasteners, even going as far as having the supercharger and dynamo pulley bolts on the engine custom made so they match. There are now only 10 bolts on the car that aren't stainless, and every single one has been ground smooth and polished, including the ones you'll never see. "Everything has to be consistent. So, once you've made that decision on a type of nut or bolt, or a type of wiring sleeving, or paint finish, it has to be continued throughout."

Know your limits

"If you finish something and then look at it and think you can do better, do it again, and again, and again until you are happy. The key, of course, is knowing when to stop. There will be a limit to your skills, or your tools, or your budget, so knowing when it's as good as you can get it, not as good as someone else can get it, is the point at which you stop."

"Right from the start, I wanted to be able to stand back and say to myself that it's the best car I could have built. I know it could be better in some areas, and I know there are people who could build a better car, but this is the best car *I* could have built, and I'm still amazed that this idiot built it.

> "It's definitely been an exercise in patience"

"It's definitely been an exercise in patience. I'm not going to lie, there were times when I wanted to burn it to the ground, but overall it's been an immensely rewarding process. I've improved my welding, fabricating and painting skills, I've learnt to lead load, do trimming, fit a headliner and, while I'm far from an expert, I've learnt an awful lot about air ride. Now, every time I go in the garage, I'm rewarded by looking at a car I love, that I built. Plus I've met some great people along the way that will be friends for life.

"If I have one piece of advice for anyone contemplating building a car, it's use thesamba.com. It's a hugely valuable resource and I couldn't have built this car without its help. If I got stuck, I got the iPhone out and found the answer, rather than just people bitching about this and that, as seems to be the case on a lot of forums.

"I know a lot of people say they never set out to build a show car, but I really didn't, and I don't see it as a show car now. Once the bar had been set, it was just about fit and finish and building the best car I could. In some ways, I want people to walk past it as, hopefully, no one thing stands out. But then if they stop and look, maybe it will hold their attention for a while as their eye gradually leads them from one thing to the next. To the untrained eye though, it just looks like another Beetle on Fuchs." ■

Thanks: Gemma, for all the encouragement and putting up with me having no space for anything else in my head through the whole process; my mum and dad and Kat for the never-ending support; Alan, Simon, Phil, Chris and Kate at Creative Coachworks; Mark and Steve at Flatlands Engineering; Pat and Adrian at The VW Engine Shop; Chris at Trimming Tonic; Julian Hunt; and all of team *VolksWorld* for the constant piss taking about the levels of unnecessaryness I was going to.

THE BUILD

> The way it was
We all smoked about in the car when it was the *VolksWorld* project car. Aside from a troublesome gearbox and those horn grilles, there was nothing wrong with it...

< On the spot
Here's a young Steve at work with the spot welder. This proved an invaluable tool in Steve's quest to replicate the factory assembly methods

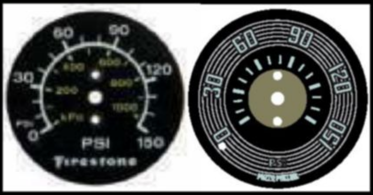
> On the blower
The Shorrock-equipped engine came out of a Buggy with running problems. A lot of engineering went into making it work properly, then untold hours in the detailing

< In the lead
Another string Steve added to his bow during the process was lead loading. Alan and the guys at Creative Coachworks gave Steve the opportunity to learn and improve his skills

> In the booth
Steve made regular trips up to Creative Coachworks while the body was being painted and, on this occasion, had a go in the spray booth, putting the top coat on some of the smaller bolt-on parts

< Keeping trim
Rather than pay someone, Steve opted to broaden his skill set and fit the wool headliner himself. Several months of agonising, research and work later, he made a damn fine job of it

> Detail by design
Take a stock pressure gauge, design a new face based on a Moto Meter unit, have Prosign print it, then Neil Melliard hand letter it



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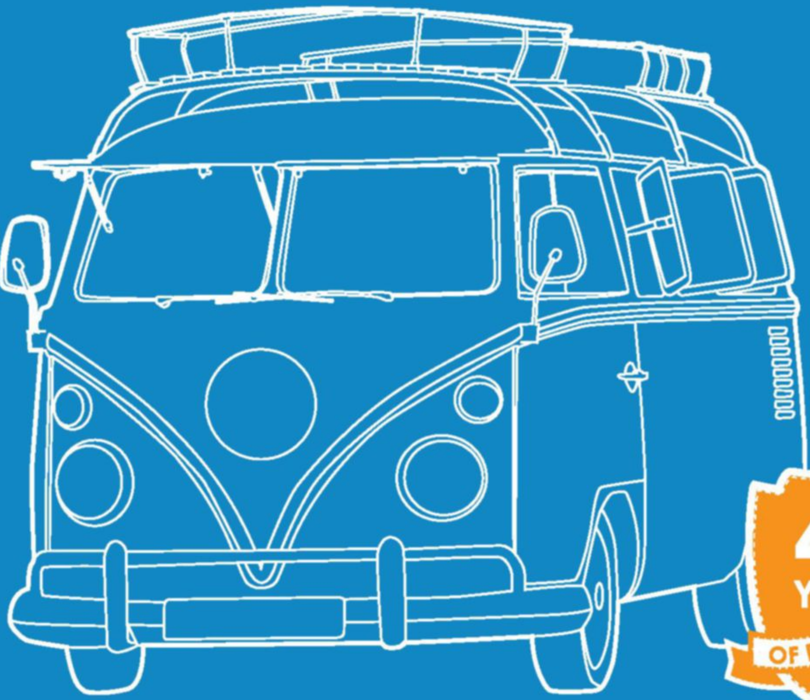

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You can keep your existing tail lights from now on and just replace the trim to give your VW an exclusive look.

# 03156 # 03157 # 03158

Stainless steel front and rear bumpers

These high quality polished stainless steel bumpers are new in the Paruzzi webstore, they will fit the USA models until 1967 and the square bumper models from 1967 until 1996. We had the chrome stainless steel European bumpers for the Beetles until 1967 (1200 until 1973) already available as product numbers # 0055 and # 0056. Delivered **per pair**.

# 027540

Westfalia window winder knob

This new winder knob, available in the three original colors (black, cream and dark grey) as available from Westfalia back in the days, is used to open and close the side window.

# 09687 # 09688 # 09689

4-Spoke wheels

These 4-Spoke wheels are made of light metal with a polished outer edge and matte black or anthracite spokes. The most exclusive version is the full chrome one, made of aluminum alloy so guaranteed rust free. Delivered 5.5 x 15 inch.

# 03499

EMPI white mud flaps

We already had the black EMPI mud flaps for the VW Beetle as product number # 0499, now also in white.

# 05530 # 05531

Bouclé carpet kits

These carpet kits we announce today are equal to the original carpets from the fifties and sixties, the fabric and finish is equal to the carpets used by the Volkswagen factory. Delivered as a complete kit including the carpet behind the rear seat.

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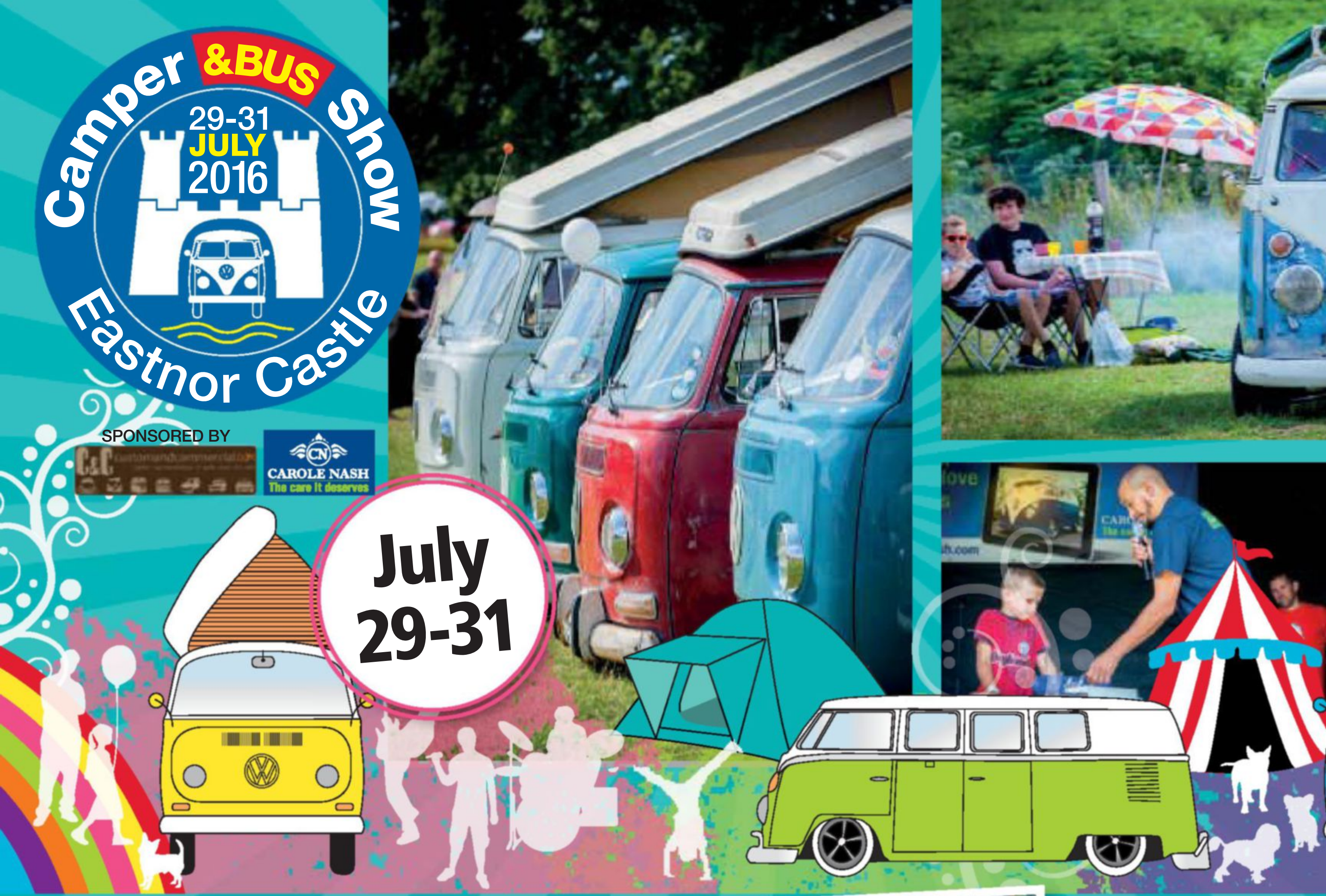

The VW *Camper& Bus* Show has established itself as a must-do event for thousands of VW lovers. This family-friendly festival, with VWs as its stars, takes place this year over the weekend of 29-31 July at the historic Eastnor Castle in Herefordshire, arguably the most picturesque location on the show calendar. So come one, come all, everybody is welcome. We're sure there will be something to entertain everyone.

Advance tickets can be purchased now at discounted prices at www.volksworldshows.com

Clubs

If your VW club is interested in coming to the show, we are offering large club plots so you can all camp together and save your members some cash. Check out the show website for more details

SAVE when you buy advanced tickets

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The real stars of The *Camper&Bus* Show are the VW Campervans of course, in all their guises, from the earliest air-cooled models to the latest water-cooled Transporters. With a show 'n' shine, club displays and some special displays, there is plenty to play for. If you want to enter your ride for the show 'n' shine, sign up in advance by contacting amy.nicholls@kelsey.co.uk. Alternatively, you can just turn up and enter on the day. Either way, you have to be in it to win it…

Everybody welcome, including the dog!

Best pooch, dog / owner lookalike competitions and a canine obstacle course make this a doggy-friendly weekend, so bring your four-legged buddy. You never know, they might win one of the coveted *C&B* rosettes.

Van Man leads the fun in the kids' zone, organising soft play and arts and crafts, while in the main arena there will be a variety of activities, some to just sit and enjoy, others to participate in. Plus there will be trade stands and a swapmeet, both great places to pick up a bargain, or that hard-to-find part

GLADIATORS

T4-T6 Transporters

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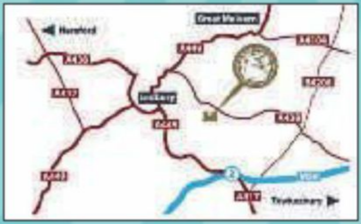

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SHOW TIMES

Campers: open from 13.00 on Friday 29 July 2016, closes 17.00 on Sunday 31 July 2016

Day ticket holders: 09.30-19.30 (Saturday), 09.30-17.00 (Sunday)

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We're lining up the perfect mix of music to soundtrack your weekend. We're not talking banging Euro techno or hardcore dubstep, but a great selection that is guaranteed to get everyone up on their feet. So far confirmed we have Gordon Davis As Elvis Presley, Rock 'n' Roll band, The Del Sharrons and a five-piece Bavarian Oompah band. Keep checking the website for updates to find out what else we have lined up for you this year

July 29-31

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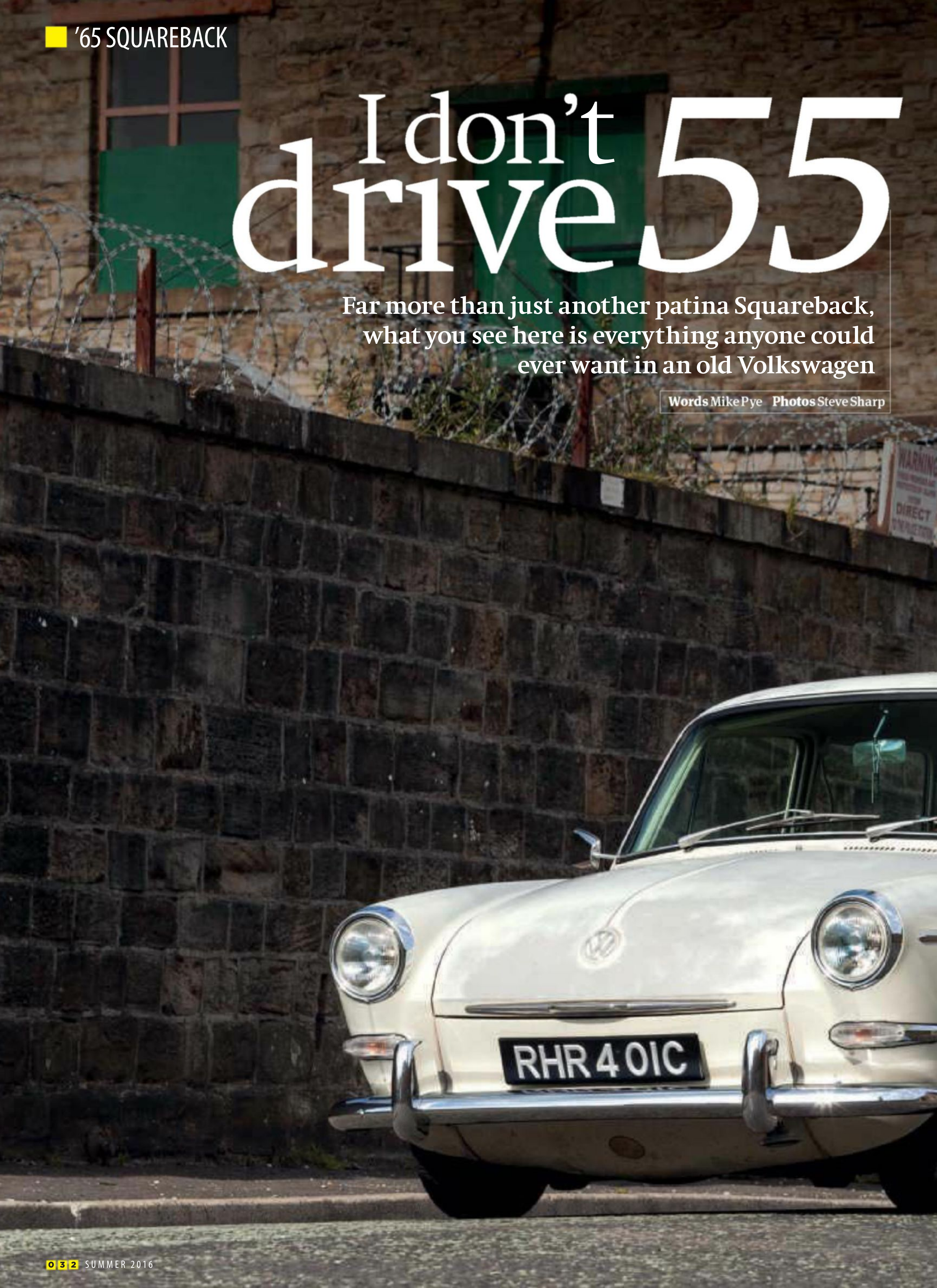
I don't drive 55

Far more than just another patina Squareback, what you see here is everything anyone could ever want in an old Volkswagen

Words Mike Pye **Photos** Steve Sharp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Forgive me the misquote of poodle-haired rocker, Sammy Hagar, in the headline, but when Steve Gilbert said those very words during the course of our lengthy conversation about this car, the time was right. You see this car, and any car Steve has anything to do with, is all about the drive. He's got a good eye for a car, but he's the first to admit he's not all about the looks. Take his opinion on wheels for example: "I don't like spending a shit ton of money on wheels. I don't care if they're snide or original or whatever, if you like 'em, bang 'em on."

But wheels are only part of the equation. It's what they're bolted on to that he spends most of his time getting right. "I live 250 miles from anywhere. I want me tits to feel like they did when I set off. I don't want sore nipples, I want to enjoy the drive." You might think that's just an old man talking, and at 53 perhaps Steve is on the downward rather than the upward slope but, as anyone that has ever met him will know, he's about as far removed from your dad and his comfortable slippers as they come.

"I don't ever heavily slam anything. I never 'ave. I totally get the altitude thing – cars look better lowered – and I look at some of them cars, on their knackers, and they look great. But I see them driving down the road, showering sparks and I think what a bunch of cocks.

"I know I'm old, but even if I were 22 or 24, I wouldn't have a car on the floor, not a chance. I don't like anything I own to drive shit. I'll fit narrowed beams, but only for clearance and ride height, not for looks. And I'll spend ages on them beams, getting everything to work right. Everything on my cars works as it should. It really annoys me if it doesn't." So you won't find any sticking window winders on a car built by One on One Restorations, any undue wind noise from

The closest thing you can get to a long-roof wagon in VW terms. Big enough to sleep in, all that load space plus a boot at the front for your valuables. What's not to like?

perished door seals, and you definitely won't find the framehead hitting the tarmac or, for that matter, any Type 1 beams on Type 3s. "Why would you do that?" says Steve incredulously. "Take the best driving air-cooled Volkswagen ever made and make it drive like shite. I've followed cars down the road with Type 1 beams and they're jumping around all over the place. And they're driving at 55. I don't travel anywhere at 55. I'm at 70-75, that's where I'm happy."

Steve's also just happy around Volkswagens. I've known him for the best part of 20 years now, and he's been restoring them for longer than that. He used to specialise in Ghias, but it was Der Fridolin that he built in 2000 that really put him on the map. "That were my swansong, my 10 minutes of fame… and I've been riding the arse of it ever since," he says with his ready Lancashire cat grin. "But what about this?" he continues, "That car was only lowered 2½ inches with dropped spindles. That's it."

"Everything on my cars works as it should. It really annoys me if it doesn't"

Some people might laugh at a car lowered that little these days, but Steve went everywhere in that car, and to this day it's still the coolest Fridolin ever built. "I'm still into it as much as I've ever been, I always will be, but building show cars, what people expect you to do, that's not for me any more." Steve still runs One on One Restorations, and keeps it true to the company name, generally just working on one car at a time, and not taking on more than he knows he can complete. "As my granddad said to me, always remember to smell the roses. You know, stop and look around. I'll never be a millionaire, but if I can buy me records, some clothes, and go on me holidays then I'm happy."

But what of this Squareback? I smile to myself every time I see it as, to me, it sums up Steve and his philosophy perfectly. A couple of years back, he bought a similar car from the States through Craig's List. It was cheap, like $1,500 cheap. He shipped it back, did a Gilbo on it – that is to say restored it where necessary, put a new interior in it, lowered it, rimmed it, whacked in a 1776 with twin 40 Dells and drove it. Everywhere. "That's my recipe. It just works," says Steve. And his ability to 'sort' a car is well known, so much so that one trip round the block in that car at Ninove was enough to convince Paul Medhurst at Type 3 Detectives that he wanted the car. Steve was reluctant to sell, but the figure Paul came up with elicited a short response: "When d'you want to pick it up?" Trouble was, that left Steve without a car.

TECH INFO

BODY: 1965 1500S Squareback
INTERIOR: Custom brown re-trim by Trimming Tonic
ENGINE: 1776cc; Engle 110 cam; stock heads; twin 40DRLA Dell'Ortos; Tri-Mil Type 3 exhaust
SUSPENSION: 50mm narrowed front trailing arms; two outer spline front, one spline rear drop; perfect
WHEELS AND TYRES: Flat4 Enkeis with ET centre caps; 145 and 165 Michelin ZX

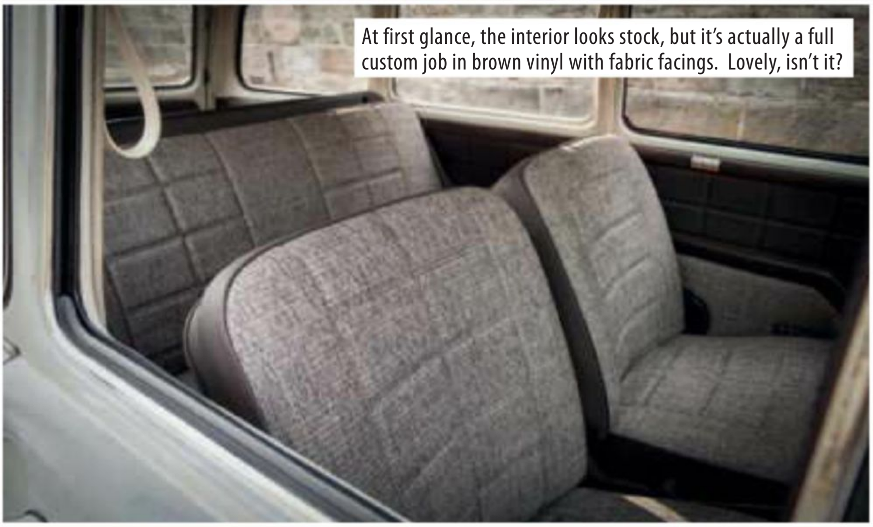
The perfect Volks

"I loved that car. It did everything I wanted it to do. It's got the boot so you can overnight in it if you want to, the bonnet I can put all me stuff in, and it were great to drive. Squarebacks are just the perfect Volkswagen for me."

So, within a day of selling it, he'd found this one. It was also on Craig's List, but this time in Colorado, and was a little more expensive at $2,000. It was a desirable '65 1500S model, in Steve's favourite colour of Pearl White, but the seller was having gear selection problems. "The bloke was fed up with it. He'd put three gearboxes in it, and there were at least three shifters under the bonnet. It weren't the gearbox at all though, he'd put a Beetle nose cone in it and the dimple's in a different place. That were why he couldn't get gears."

Once it arrived, Steve just did what he always does and worked his way through the car. He had the gearbox rebuilt, and fitted with short axles, and the engine replaced

Additional rev counter and oil pressure gauge keep an eye on the engine, while sounds are a crucial part of the package for Steve



At first glance, the interior looks stock, but it's actually a full custom job in brown vinyl with fabric facings. Lovely, isn't it?

Hurst copper shifters are very sought after these days. This one was NOS, too

Woodrim wheel is actually a Ford version on a custom boss, while that later model dash top was painted with a leather dye from LTT Leathercare in Harrogate. Looks the business, huh?

with, you guessed it, a 1776 with twin 40 Dell'Ortos, built by local lad, Simon Hulme. Everything else he did himself. There was a bit more bodywork to do on this one than the previous one, but nothing too serious. The back sections of the floorpans have been replaced with genuine VW metal from a donor car, the bottoms of the wings both sides have seen the torch, as well as a little bit at the front of the doors, but nothing on the rear quarters and under the 'arches is all still in factory paint. "The paint didn't look right below the belt line, so I've faked that on both sides, but the rest is original, just cleaned, and all I've done on the floorpan is POR-15 it." The secret, Steve says, is not to drive these cars in the winter. "It just eats them alive, the salt an' all that."

Captain sensible

The Enkeis came up cheap on Volkszone, the ET centre caps from American eBay. Following his sensible driver ethos, the tyres are 145 and 165 Michelins and the car is dropped "one spline on the back, two outer clicks on the front," to the best of Steve's recollection. "Then I went to see Steve Hook for some narrowed trailing arms. He won't do them for anyone else, but I've never had a problem with 'em. We actually crash tested some in his press and the stock one cracked before the modified one. That's good enough for me." It only reduces the width by 50mm each side, but it's enough to give full suspension travel and steering lock on a lowered Type 3 with 5.5J wheels. Back to that everything working as it should thing again.

Rather than just throw a load of expensive, or aftermarket, parts at his cars, Steve kept the genuine stuff that was on the car. "I rebuilt the front wheel cylinders and had the rear drums skimmed. I don't put anything on cars unless it needs it. Rebuilt properly, stock brakes work perfectly."

Grandmaster funk

With the car bodily and mechanically sound again, all that needed attention was the interior. "I do like me funk, so it had to have sounds, and there's no point having sounds if you can't hear 'em, is there?" So a trip to see another of his good mates, Chris Lyons at Trimming Tonic, elicited some suitable material for the seats. Steve only does brown when it comes to interiors, so brown it was, with soggy biscuits stitched into the fabric inserts. The dash top, door caps and any other plastic or vinyl trim parts were hand painted with specialist vinyl paint. A new headliner and brown carpet set came from TMI, a rear cargo mat from ISP West and the parcel shelf was £30 on eBay. "It's just all got to blend into one. It doesn't matter what colour it is, it's got to look like it was all meant to be there together."

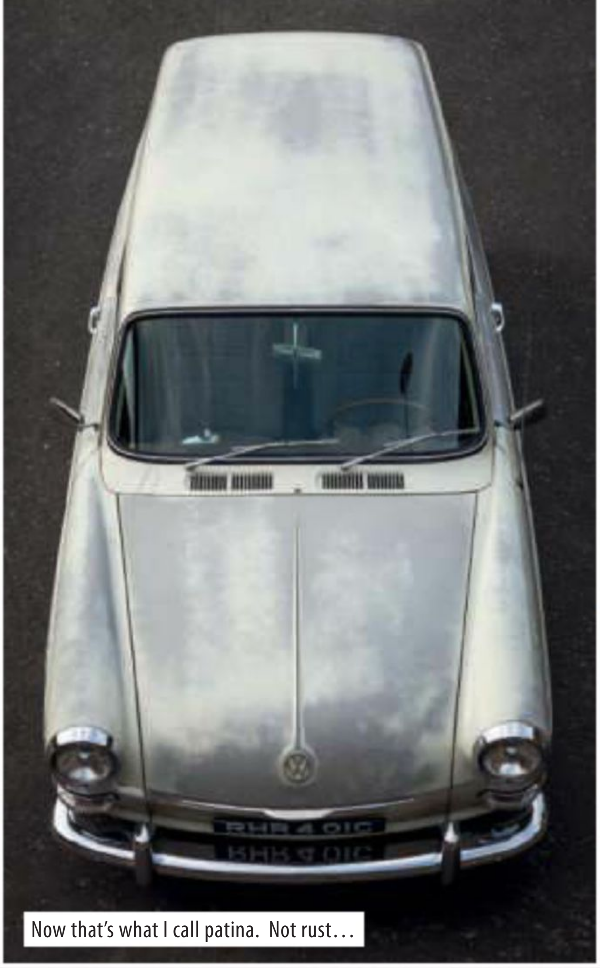
The steering wheel looks like an original Speedwell wood rim, and may well be, but it's not a Volkswagen one. Again, it was a cheap eBay buy – £60 this time – and, with a new VW-specific boss machined up by a local engineer, it was on the car. Probably the most expensive piece Steve didn't even pay for, the original Hurst copper shifter being bought for him by Ivan McCutcheon at Stanford Hall last year. "He must have been on crack that day," laughs Steve.

What he's ended up with is an almost carbon copy of his previous Squareback, but that's not really surprising as he didn't want to sell that one. Steve may make his living restoring cars, but he does it with an old school engineer's mentality, rather than just throwing money at them. The result is a rock solid, dependable, driveable car that goes well and looks as cool as funk. A bit like Steve really.

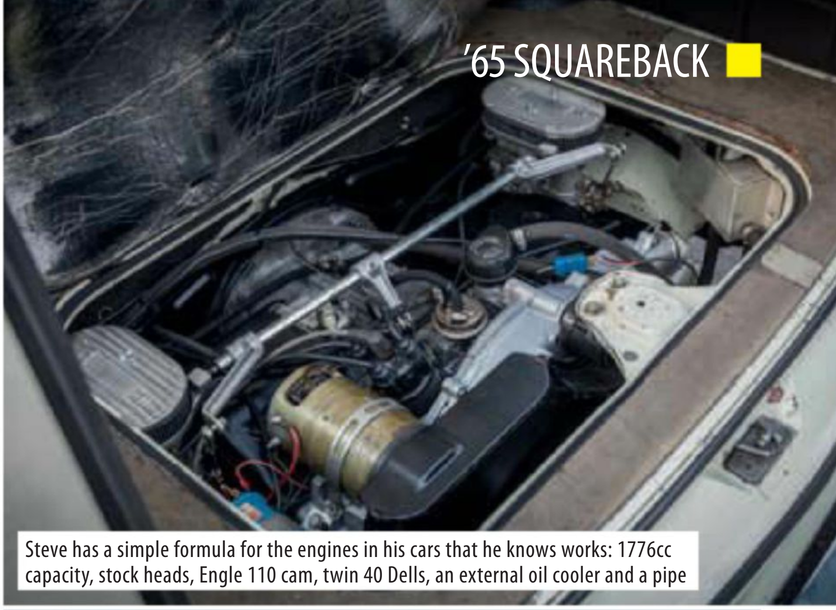
Funky ET centre caps were another eBay bargain, but note where the wheel sits in relation to the 'arch

You might think you want your car lower than this, but if you want to drive it, enjoy it and not wreck it, this ride height is just about perfect. Tyres are 145 and 165 Michelin ZXs, a classic combination

"It's got to look like it was all meant to be there together"



Now that's what I call patina. Not rust…



Steve has a simple formula for the engines in his cars that he knows works: 1776cc capacity, stock heads, Engle 110 cam, twin 40 Dells, an external oil cooler and a pipe

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It's a wind up

The story of a gnarly, super-slammed Barndoor that has a trick up its sleeve…

Words Steve Parsons **Photos** David Hall

We are always interested to find out why the owners of the motors featured on these pages chose to go down the air-cooled route. For photographer, Dave Hall, it was his cousin James’ fault and his memories of being collected from school in a backfiring blue 1303 Beetle. Back then, Dave was a sprightly 13-year old, wearing short trousers and with hair he could style, but he knew from then on he needed an air-cooled in his life.

To feed his new obsession, he purchased a copy of *VolksWorld* and spent hours drooling over the concoctions that were being built in 1993. His determination to own a VW came true four years later when his college friend, Spencer, put his Ford Peppermint Green ’72 Beetle up for sale. “The old girl became my daily for the next three years and I cruised around in it feeling like The Don, until countless breakdowns, lack of cash and knowledge of anything mechanical forced me to park it up on my mum’s driveway for a year,” recalls Dave. Ignoring his mothers’ threats to get it shifted, she eventually gave it to the tat man for scrap. Had his VW dream died along with his beloved peppermint wonder? Not in the slightest!

Fast forward to 2013 and a few VWs later, Dave was in Cornwall and decided to pop in and say hello to his mate, Matt Smith of Smith’s VW (www.smithsvw.com). Having a nose around, Dave asked if he could take the stock height, gnarly peppermint and white Barndoor Matt had recently repaired for a spin as he’d never driven one before. Being an amicable chap, Matt tossed him the keys and off he went. “I had only driven it a few

Mean but no longer green – from every angle this Kombi rocks

yards down the road and knew I had to own it. It was like nothing I'd driven before, just so basic," remembers Dave. Unfortunately, the '55 was already provisionally sold to another customer, but the sun always shines on the righteous and a few days later he received a call from Matt saying the deal had fallen through and it was his if he still wanted it.

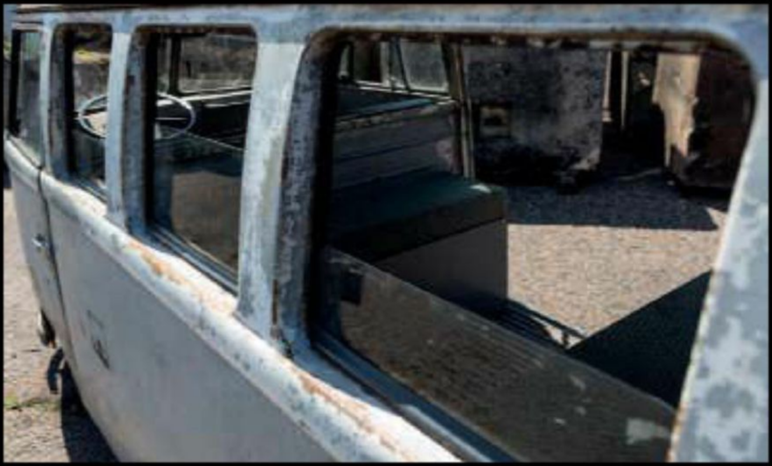
So at stupid o'clock in the morning of October 10 2013, seven sleepy RSVP club members set off in two Split Buses on a 400-plus mile round trip to Wadebridge. Dave: "The day was a brilliant laugh. We dicked around in a few motors, ate fresh pasties, had chips and birthday cake for lunch on Fistral beach and drove all three Buses back to the Midlands with zero issues." If you're interested, the whole thing was caught on film for prosperity and can be viewed at www.vimeo.com/76759000.

> "Only one other one he has come across with a similar modification"

Italian job

Back in the day, Dave's new acquisition was delivered to the Berlin dealership, Eduard Winter, on February 8 1955, and as Barndoor production ceased on February 28 of that year, it makes this one of the very last to roll off the production line. According to the birth certificate, it was supplied in grey primer and then possibly painted silver all over by the dealership. The early history then goes quiet. All that is really known is it ended up in Italy and that's when things get interesting.

One key element that makes this Bus unique are the wind-down side windows. Super sleuth Dave has dug around the internet for hours looking for info, and spoken to many fellow Barndoor buffers, and the only other one he has come across with a similar modification is a Barndoor Panel Van with two non-standard sized wind-down windows. "Most of what is known about the windows is guesswork based on a few facts I have been able to piece together," admits Dave. "The winder mechanisms are the same as those fitted to Fiat 600s, but re-worked so Oval Window Beetle-era handles can be used, so I assume this work was done in Italy. Whoever commissioned the modification sourced someone with great skill and precision to do the work, as they even sourced genuine VW inner window pressings to sandwich the glass and mechanism to make it look like a factory option."



"Me windows go up and me windows go down." This unusual modification is what makes this Bus really special

Worth repeating

When this Bus was first discovered by well known Barndoor aficionado Rikki James in 2010, it had been 'modernised' with later front indicators and rear lights. The factory semaphores had also been welded up, lead loaded and then Italian side repeaters fitted above. Another notable addition was the full-length, curved-front roof rack and rear ladder. These were bolted through the roof to some curved inner support bars to keep it rigid. Again, Dave has only found two photographs of similar racks and both are fitted to pre-'52 models. To this day the original maker remains a mystery.

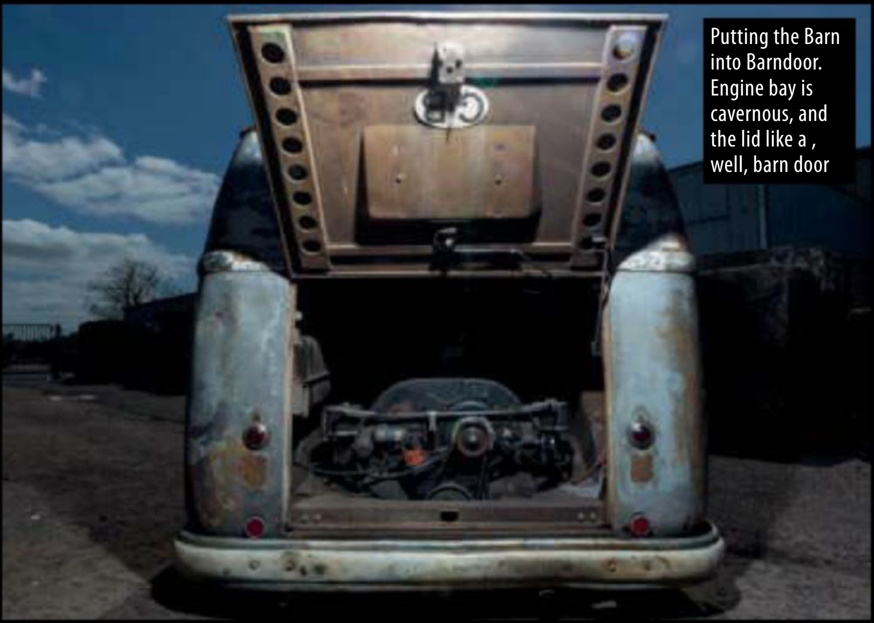
First job for Dave, after a spot of green laning, was an all over jet wash, which shifted large chunks of the peppermint

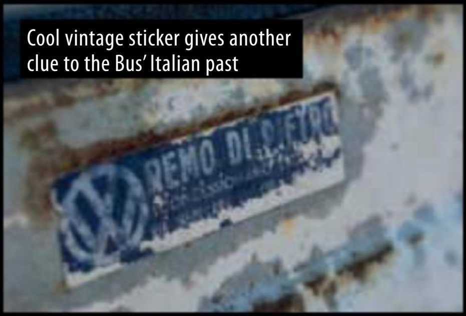
>

How cool to still have the original Eduard Winter dealer plaque in situ?

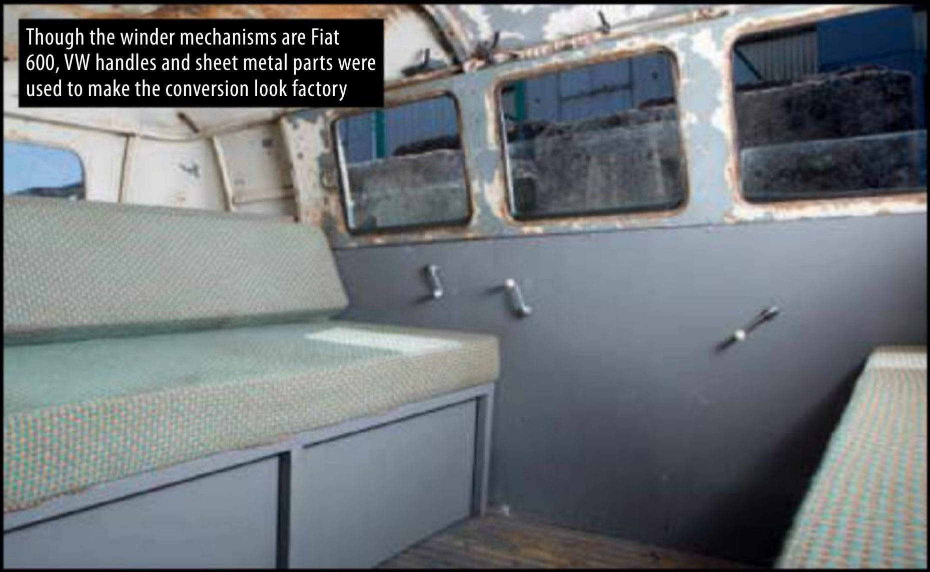
Sexy genuine deep six Fuchs and yet another set of new tyres

The semaphores had been plated over, but Dave dug them out and got them blinking once again


Putting the Barn into Barndoor. Engine bay is cavernous, and the lid like a , well, barn door


Cool vintage sticker gives another clue to the Bus' Italian past

Beautiful and functional. Simplicity in its finest form


Though the winder mechanisms are Fiat 600, VW handles and sheet metal parts were used to make the conversion look factory

BEHIND THE WHEEL

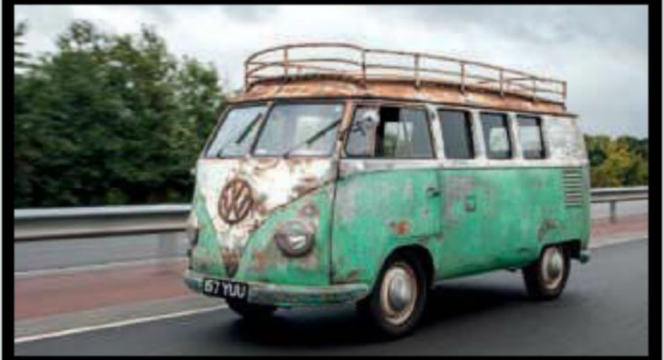
"Visibility is poor at best, due to the smaller rear window and just one door mirror, which is on the wrong side for UK roads. You become a dab hand at counting cars before making any lane changes, and then it's with clenched cheeks!" grimaces Dave.

"The basic cab area is by far my favourite part of the Bus and it makes driving it a real pleasure. I just love the space you are given with only the simple dash pod visible though the steering wheel and nothing else around you. I've driven thousands of miles in this Bus, more than any other I have owned, and it genuinely drives like a dream and that's in no small part to the complete re-engineering it has had by my skilled friends." ■

Basic interior was knocked up by previous owner, Matt Smith, for a trip to Hessisch

No mod cons here, just a bar for your feet and be grateful

FUN BEFORE THE ALTITUDE ADJUSTMENT

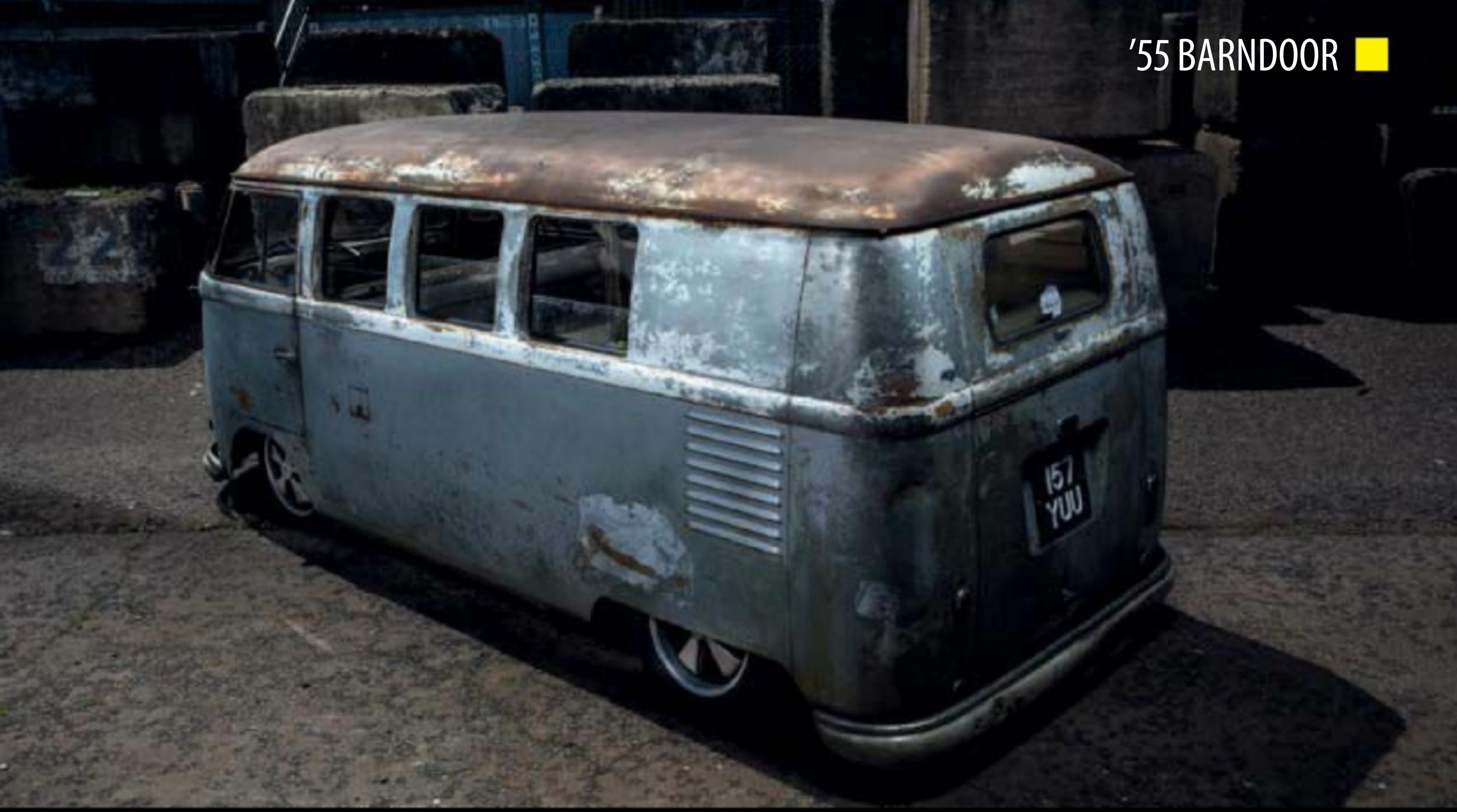


Let's off road! Above is the Bus as Dave bought it, having been recommissioned by Matt Smith. Before lowering, Dave took the opportunity to do a bit of green laning. Cool, huh?

^ Gorgeously patina'd dash pod

< We love the roof and the perfect ageing

∨ Bigfoot Hall must struggle with that tiny throttle pedal with his gargantuan feet!



Answers on a postcard as to the reason for the square flaps just behind the doors. Dave thinks they're glory holes

paint it was wearing when he bought it. Razor blades and man power sorted out the rest and make it an all round more palatable hue. "I then enlisted some RSVP members more skilled than myself to get cracking with lowering the rear end whilst the front end was being considered," continues Dave. Pete Nickson took on the job of tubbing the rear wheelarches, filling the gaps with fresh steel for a near factory looking finish. As with most modifications, one change leads to another and the new higher 'arches meant the fuel tank and filler neck needed re-locating, too. Moving on to the front end, Brett Elesmore drilled out the factory spot welds from the 'arches before Pete busted out the welder, re-attaching the stock pieces 40mm higher in the cab.

> "The choice of rims is always tough as there are so many options..."

Dave: "I only ever wanted Aire Valley Speed Shop to build the narrowed beam for me as their work and precision are second to none. However, they had never built a Barndoor version before," chuckles Dave. "Being the top blokes they are, Mike and Niall ventured south to the Midlands to discuss the desired specs and to take measurements off the Bus." The outcome is a Barndoor-looking beam that uses late Split Bus arms and steering box, fitted up with dropped spindles and a custom disc set up using Wilwood 4-pots.

Pinball wizard

The choice of rims is always tough as there are so many options out there, and for Dave it was made even tougher by the fact he is a compulsive buyer and hoarder of wheels (and pinball / arcade machines, consoles and BMXs, to name but a few of his obsessions). However, he opted to play it safe with genuine 4.5 and deep six Fuchs, wrapped in 165/50-15 and 195/60-15 rubbers.

Power to the wheels comes via a 1600cc motor with twin Kadrons, coupled up to a 1300 swing axle gearbox, with adjustable spring plates and Spax shocks soaking up the bumps. The only downfall has been the severe toe in at the rear that means Dave is getting through rubber at the rate of 1,500 miles per pair. Ouch!

TECH INFO

BODY: 1955 Kombi with wind-up window conversion
INTERIOR: Homemade fold-out bed
ENGINE: 1600 with twin 40mm Kadrons
GEARBOX: 1300 Beetle
SUSPENSION: 4in narrowed beam; Spax shocks; adjustable spring plates
BRAKES: Custom disc set up with Wilwood 4-pot calipers; stock Beetle rear drums
WHEELS AND TYRES: 4.5 and 6in genuine Fuchs; 165/50s and 195/60s

All the work was completed in four months and the Kombi scraped in to the 2014 *VolksWorld* Show. A few weeks later, it was driven to The first European Barndoor Gathering in The Netherlands. At every show, it's like a magnet for admiring glances, not just for its obvious stance appeal, but for its wind-up windows, which are a talking point wherever it goes.

But then, with less than two year's ownership under his belt, Dave was offered the chance to buy a 1954 right-hand-drive Deluxe Barndoor. To say the Bus had seen better days is an understatement, but it was an opportunity he felt he couldn't pass by. As a result, this Bus has now been moved on to a friend, Mike Jeffs.

To end this story on a high note, it turns out the '72 Bug that started Dave's air-cooled obsession hadn't gone to the VW graveyard in the sky as suspected. Fellow RSVP member, Colin Pace, found it for sale locally and bought it, not knowing its links to his mate Dave. When he found out, Dave just had to have it, so he could look like The Don once again. ■

Thanks: Massive thanks to Pete, Colin and Paul for building the Bus, Matt Smith for fleecing me on the initial sale, Mike and Niall at Aire Valley for their skills, the other RSVP clan for support and banter and Bullymeister for his assistance with the photos.

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Brit Looker

It may be California Look in style, but this Oval Window has lived its whole life in England

Words Ivan McCutcheon **Photos** Steve Sharp

We'll start the ball rolling by introducing you to Dave Anderson from Owstwick in the East Riding area of Yorkshire. He's what I'd class as a real grafter, and his hard work rewards him with the coin he needs to fund his passion for cars. He's not a single marque supporter, far from it. In fact, this 58-year old has a focussed plan, which we think you'll like the sound of as much as we did. Dave: "I've started a bit of a collection of what I consider to be iconic cars from different countries, and definitely consider the Oval Beetle to be one of those." The collection also includes a French Citroën 2CV, a Japanese Datsun 240Z and the British brawn of an Aston Martin. All are recognised as iconic, and all earned their status for merits as vastly dissimilar as the cars themselves.

When Dave decided he wanted to add a Beetle – specifically a UK-specification Oval – to his stable of icons, it proved a harder task than he expected. "I was searching the internet for maybe a year, trying to find a good car with the spec I was looking for. Unfortunately, that never happened, so eventually I decided to go down the route of buying a

New nose-down stance works for us. Old School-style Oval perfection

'shell and having one built as I wanted it." This may have been the only route to take for him to fulfill his quest, but he knew it would also raise another issue. "I'm a joiner, so mechanics aren't really my bag, which would mean things would be more expensive than I was originally planning on," Dave explains, before going on to say, "I eventually found a 'shell in Watford, which I thought was fairly rust free, so bought it in July 2011. I registered it as SORN, only to find it hadn't been on the road for 30 years. I didn't realise at the time it would be a further four before it was back on the road again."

London calling

One of the first things Dave did was apply to Volkswagen for a birth certificate. This confirmed the car was manufactured on March 15 1955 and dispatched from Wolfsburg to VW Motors Ltd. of St. James's Street, London SW1 two days later. 861 LUG is the original registration number issued for the car by the Stanmore licensing office, which covered the north London area. Although the history of the car is unknown prior to 2011, it didn't stray far from where it was sold, as Stanmore is less than 10 miles from where he bought it!

"I wanted something that would do 0-60 in six seconds and 70mph all day long"

As if so often the case, Dave got way deeper into this car than originally planned, but we're glad he did. "My plan was just to have the 'shell filled and sprayed. The chassis had already been refurbished, so I was going to install a reconditioned engine and maybe a second hand interior. But when my wife found out about the recon' engine, she told me she wouldn't be going out in an unreliable car. That should have been a bonus really but, to keep the peace, I had to have a re-think," recalls Dave, somewhat tongue-in-cheek. Once he started looking at the options open to him in terms of new engines, and the costs involved, the whole concept of the build reached a turning point. "Whatever I did I was going to have to spend quite a lot so, as I like a bit of speed, I went for what I thought was the best. I contacted John Maher of JMR Racing, who I judged as the best engine builder around, to work out a spec. I explained I wanted something that would do 0-60 in six seconds and 70mph all day long as I wanted to use it to go up and down the motorways."

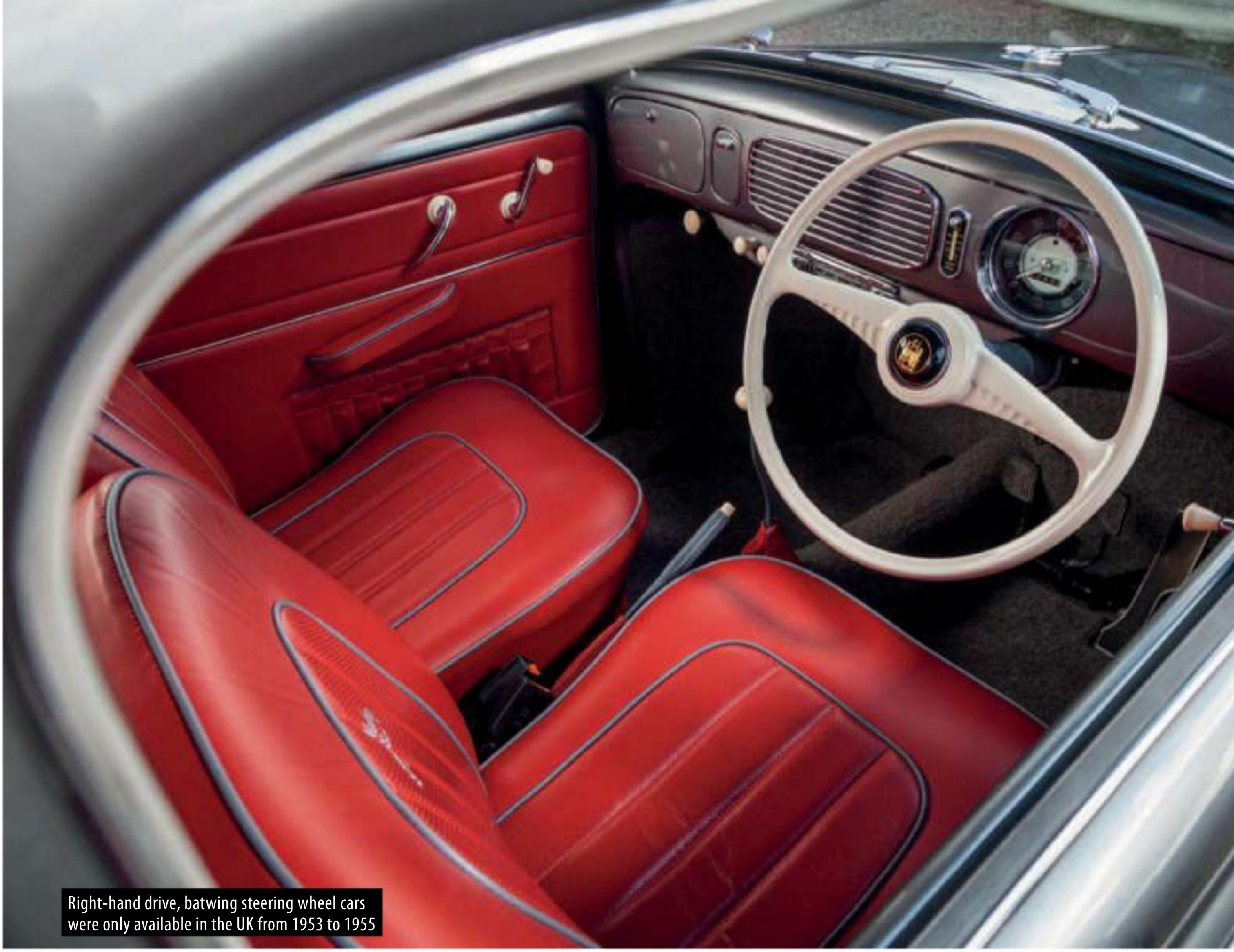
TECH INFO

BODY: 1955 right-hand-drive UK-spec Oval, refinished in Nissan graphite grey metallic
INTERIOR: Stock-style red leather with perforated inserts and grey piping; elongated door pockets
BRAKES: CSP discs all round; dual circuit master cylinder
SUSPENSION: Front beam with adjusters; gas shocks
WHEELS AND TYRES: JGE Torkers; 175/55 and 205/65

All Reich now...

The package John suggested was a 2276cc Type 1 with electronic fuel injection. Deciding to take his advice set the tone for the rest of the build. "I quickly realised I couldn't skimp on the rest, so I searched the internet to find who I thought were some good guys in the industry, and then took advice before choosing the people I thought could bring this car together for me." A wise thing to do, as far as we're concerned. "I found a company called Reichspeed to build the car. They are fairly local to me in Misterton, Doncaster, which was important because I wanted to call in from time to time to discuss and amend the build as work proceeded."

Don't quote me, but it must be about eight years since I announced Danny Wharton had won a Top 20 when I presented the awards at The *VolksWorld* Show. He had shown his

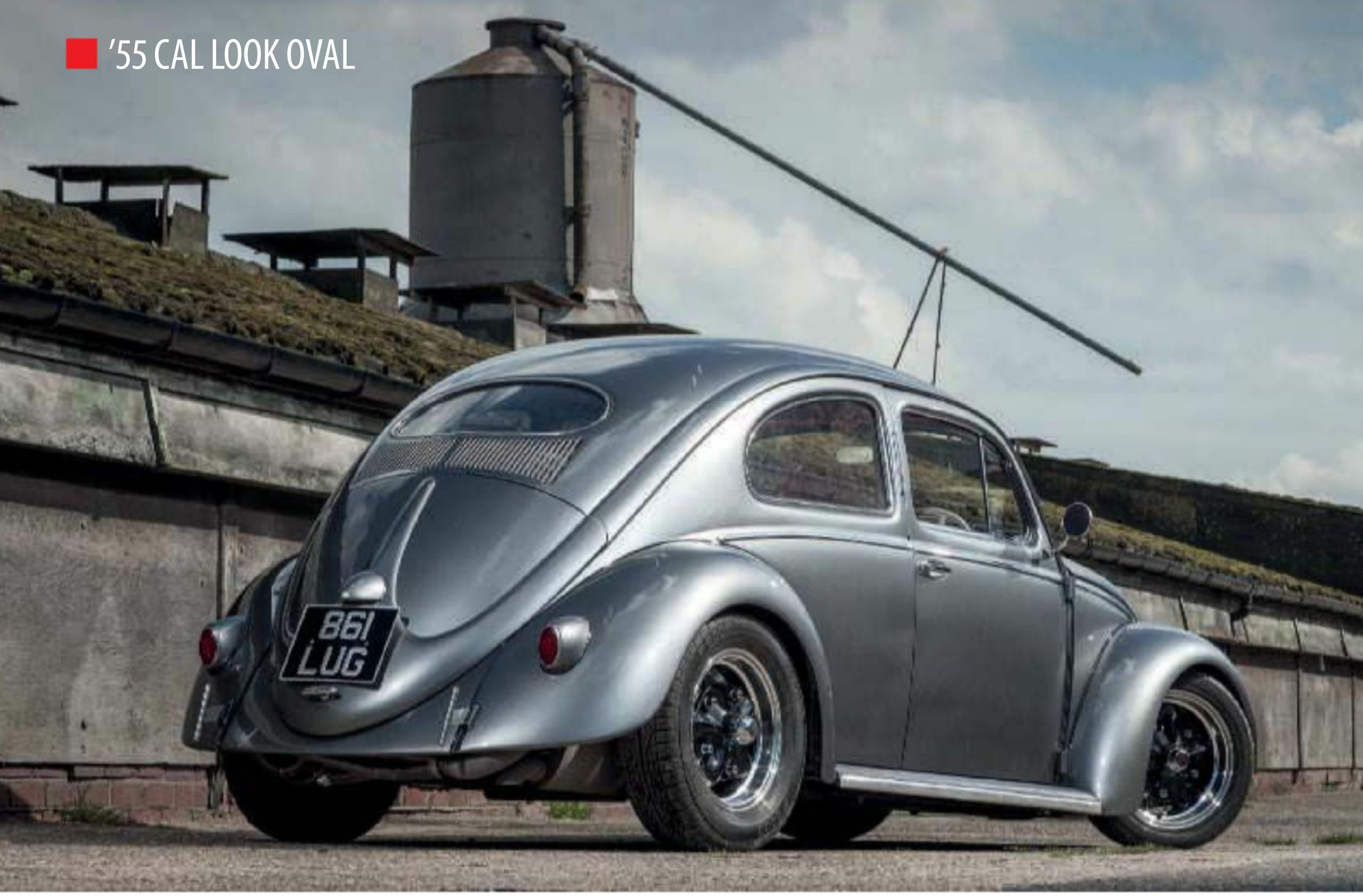


Right-hand drive, batwing steering wheel cars were only available in the UK from 1953 to 1955

Red leather upholstery with grey piping has that original feel, but with a subtle custom twist

Stock-style door pockets were elongated to make them more useful

The rear seat that came with the car was incorrect. Bernie sourced the correct seat in Norfolk and restored it



JGE Torkers wear 175/55 front and 205/65 rear rubber. Nerf bars add to the classic California Look feel

drag racing Beetle at the show and it was built as well as any show car. It went on to prove itself on the track too, doing 0-108mph in 12 seconds – a fabulous advert for his skills. If Dave had asked for my opinion about Danny's company, Reichspeed, my response would have been positive. Dave didn't need my opinion, though, he made the right choice himself!

At Reichspeed, the 'shell was stripped and braced before being sent off to be acid dipped. It came back looking pretty good, but there were still quite a few panels that needed fully or partially replacing. With that done, it was sent back again to be re-dipped and electrophoretic immersion coated, but it's not a process Dave would choose again. "Two and a half years later, I started to notice rust coming through on the seams. I questioned this with the company responsible for the coating and discovered there's no guarantee that rust will be totally removed."

"A tricked-out transmission with a Gene Berg 5-speed conversion"

At the same time as the bodywork was being done at Reichspeed, the engine was being built by JMR and Peter Englezos at Cogbox was putting together a tricked-out transmission with a Gene Berg 5-speed conversion (remember the bit about doing 70mph all day long on the mtorway?).

Pan the 'pan!

As mentioned earlier, the floorpan was already refurbished when Dave bought the car, but as the spec of the car got wilder, so discussions in relation to the 'pan became more frequent. "In the end, we decided it just wasn't good enough. So it was all taken apart, stripped back to bare metal and re-done with epoxy primer and paint. Then it was built up with the new transmission and disc brakes all round. The pedal assembly was fitted with a big foot as I didn't fancy just the nylon ball accelerator pedal with that size engine. The pedal assembly was later altered as the pedals were far too close together." Obviously, all the consumables on the 'pan were renewed as a matter of course, and even the wheels came in for close scrutiny. The unfinished project had come with BRM replicas, but Danny wasn't a fan and suggested they be replaced with JGE Torkers, with a larger tyre on the rear to complete the look. The Reich' call, as it happens.

TECH INFO

ENGINE: 2276cc Type 1; VW AS41 crank case; 82mm 4340 chromoly crank; Scat 5.4in H-beam rods; Mahle 94mm B pistons; Engle FK10 cam with steel straight cut gears; JMR ported 044 heads (44 / 37.5mm valves); CB 1.4:1 rockers; dual Jenvey TF 45mm throttle bodies on CSP manifolds; four injectors; billet 36-1 trigger wheel; MSD Zetec coil; DTA S60 ECU

GEARBOX: Cogbox Type 1 swing axle; Gene Berg 5-speed conversion; Super Diff; close ratio gears; Sway-A-Way race axles; h/d side plates

Spinning plates

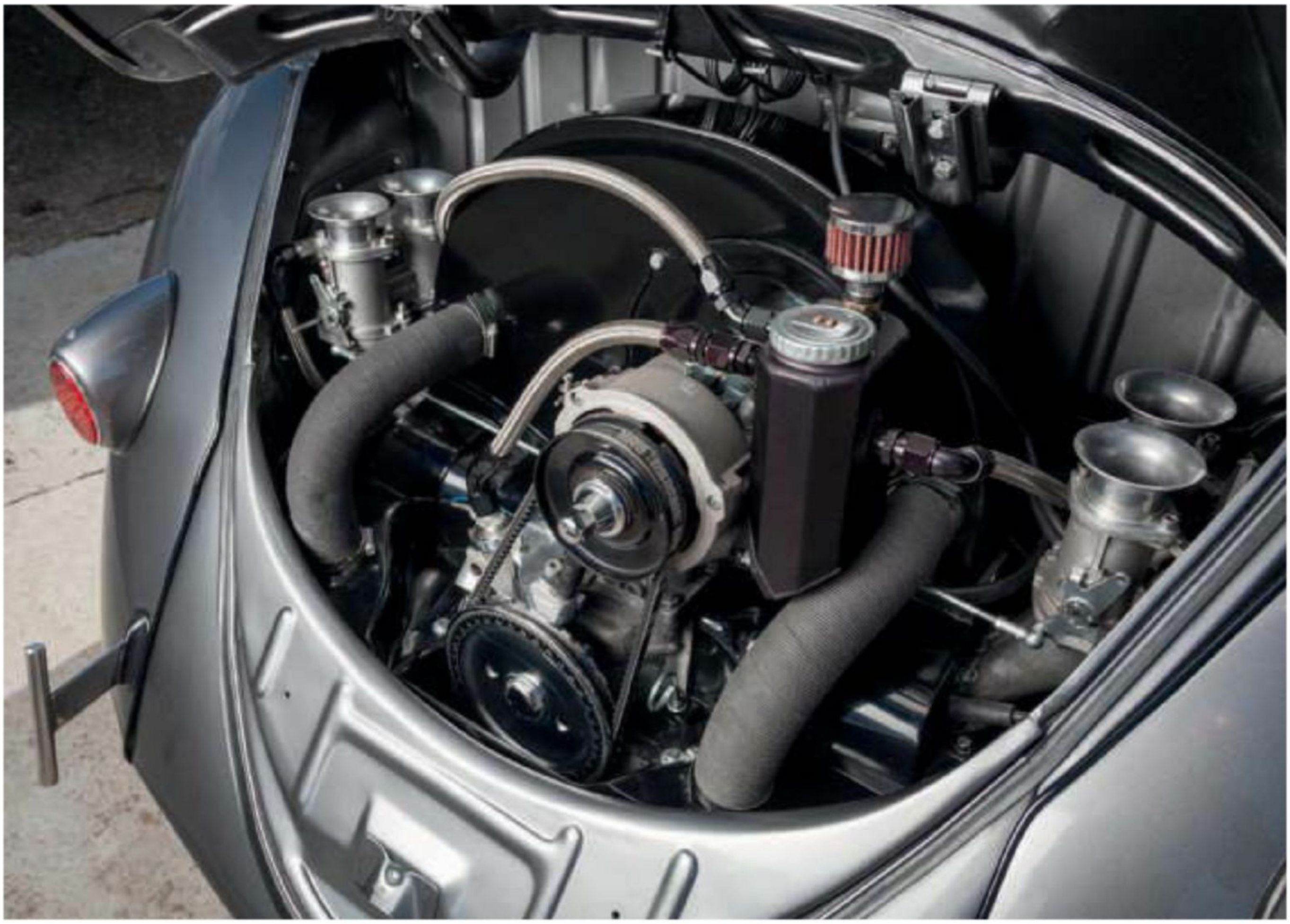
As is always the case, the choice of colour was a big issue, as Dave explains: "I needed to find the right colour paint, and found myself writing down the number plates of cars I liked the colour of and then checking on the internet when I got home what colours they were. I finally knew I'd found the colour I was after when I wrote down the same number plate twice!" The colour he settled on is a graphite

No stone left unturned. Detail is great everywhere you look, and the spare wheel is a matching Torker. Note the return fuel line, necessary for the fuel injection system

grey metallic that's found on various Nissans. That decided, the 'shell was painted and fitted to the chassis with the doors, bonnet and decklid already bolted into place. "With the car painted grey, the colour of the interior was a bit of a no brainer for me. The seats and door cards had to be covered in red leather. My internet research had turned up Bernard Newbury as the man to do the job, so I drove down to Southend-on-Sea to meet up with Bernie to discuss the design. After a couple of sketches, we settled for perforated inserts to define the seating areas, with grey piping and grey powder coated seat frames. The door pockets were made longer because I didn't want a bamboo parcel shelf type thing. The grey square weave carpet and grey West of England wool cloth headliner were obvious choices." A nice touch was sending the original speedo to Germany to be restored and the odometer re-set to zero.

Once the Newbury interior was completed, the car went back to Reichspeed to have the engine, wings and sundry items fitted. They hit a couple of minor snags – the 42mm CSP exhaust and heat exchanger arrangement had to be modified to fit and a faulty fuel pump needed replacement. Then, for the first time in 34 years, the Oval was ready to hit the road again, and hit it hard! ■

John Maher Racing fuel injected 2276cc motor makes 180bhp at 6,000rpm



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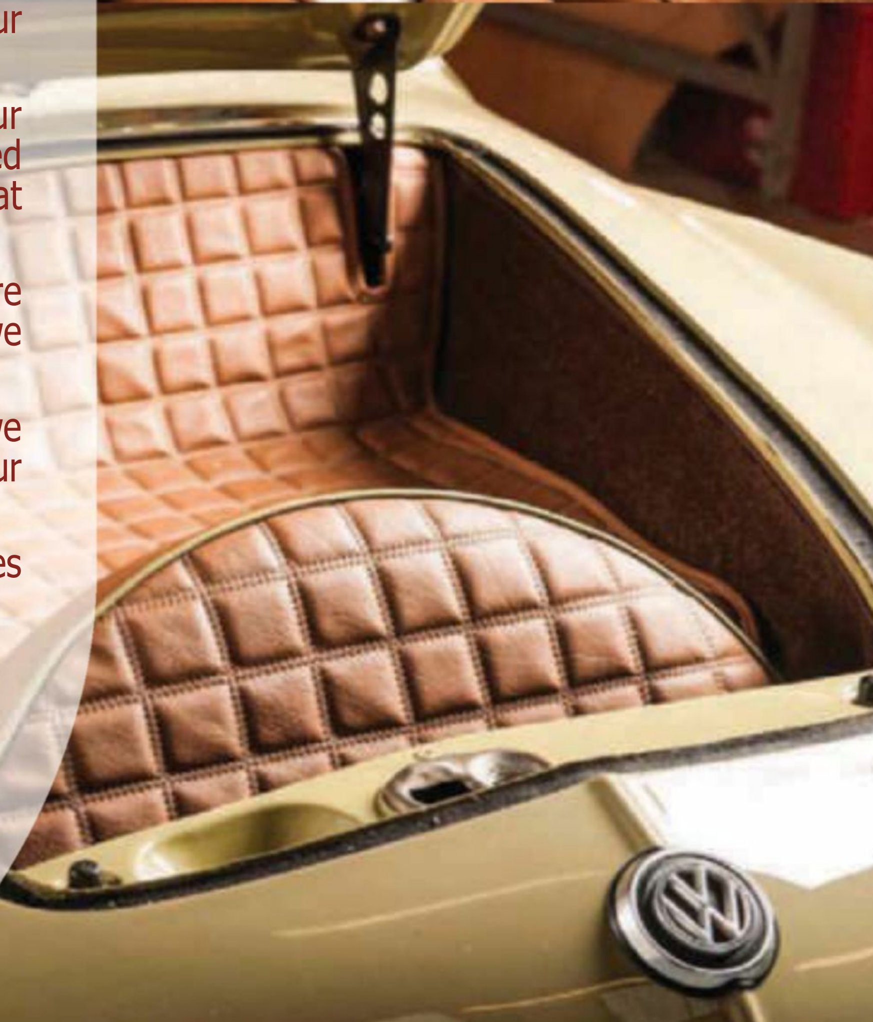

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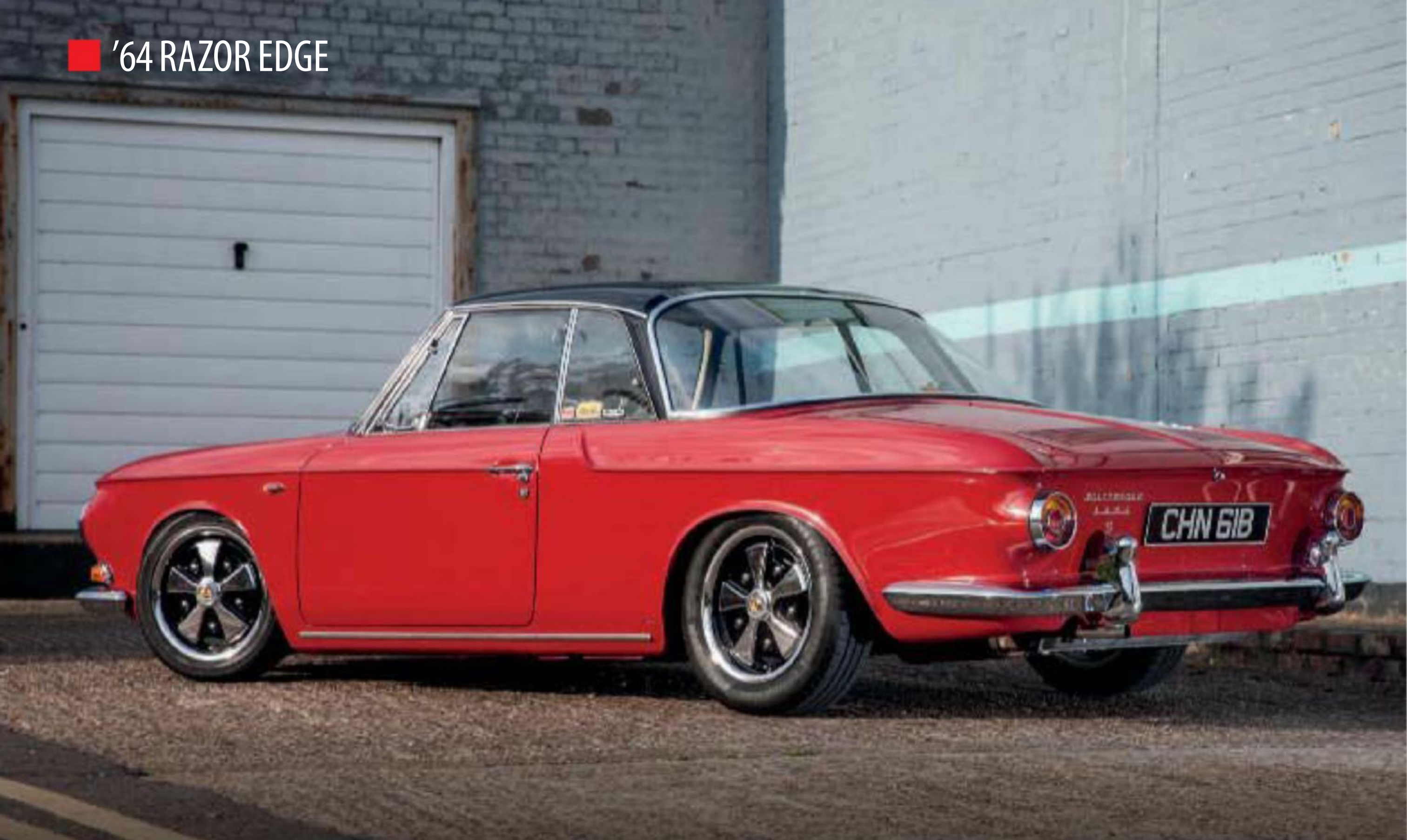
The ugly duckling...

...turned into a beautiful swan. The Razor Edge Ghia was overlooked for decades, but now everybody wants one

Words Georg Otto **Photos** Sven Zimmerman

It's hard to believe, but 20 years ago only a few people liked the Razor Edge Ghia. When the VW scene was in full swing in the '90s, everybody wanted a Beetle, or a regular Type 14 Ghia. Some opted for a Type 3, but that was about it. Buses? No, not sporty enough. A Type 34 Ghia? What's that? The Type 3-based coupé didn't receive a lot of magazine coverage, and there were no books around dedicated to the Sergio Sartorelli-designed vehicle.

However, there were exceptions to the rule. Yours truly has owned one of these Volkswagens since 1992 and back then was asked frequently by friends about my new Beemer! Because no one knew what it was, and the tail lights look similar to those on a BMW 2002, they took it for a variation on the better known Bavarian car. A friend of mine used to own a Razor too, and when we showed up at a big meeting like VW Euro in The Netherlands, we met maybe another two or three owners of similar cars. That was it. There were several reasons for the car's limited popularity.



Some say the Razor Edge only sits right when the sill is horizontal. In stock configuration, the sills point upwards toward the front, which is a bit undynamic, and a lot uncool

Primarily, most people thought the Type 34 was ugly, the harsh body lines in sharp contrast to those on the Type 14 Ghia. There was only love or hate, not much in between. Another factor which made the cars uninteresting for most VW fans was the lack of parts for them. Wheels could be changed, of course, and it was easy to lower one due to the Type 3-style torsion bar suspension, but it started to get difficult when you wanted dual carbs or a sports exhaust. Most parts dealers in Europe didn't much care for Type 3 / 34s, because the fan base wasn't big enough. Lastly, there was the problem of supply. Only 42,505 units were built between '61 and '69, with only around 2,500 thought to be left today. In contrast, the Beetle-based Type 14 outlived the Type 34 by five years and production ran to a total of 445,238 coupés and convertibles.

The difference in popularity was reflected in value for a long time, with the 'little Ghia' always more worth than the 'big Ghia'. That's all changed in the last five years, though, as Type 14 Ghias – at least those built after 1959 – seem to have lost popularity with the younger crowd, while the Razor Edge is finally starting to enjoy the limelight it deserves.

> “There was only love or hate, not much in between”

TECH INFO

BODY: 1964 1500S in Ruby Red and Black; spare wheel well modified for ground clearance

INTERIOR: Original seats, door panels and carpets; restored gauges; Speedwell steering wheel; wooden shift knob

ENGINE: ???? 1493cc;. 54hp; two Solex 32 PDSIT carbs

SUSPENSION: Stock, but torsion bars tweaked front and rear

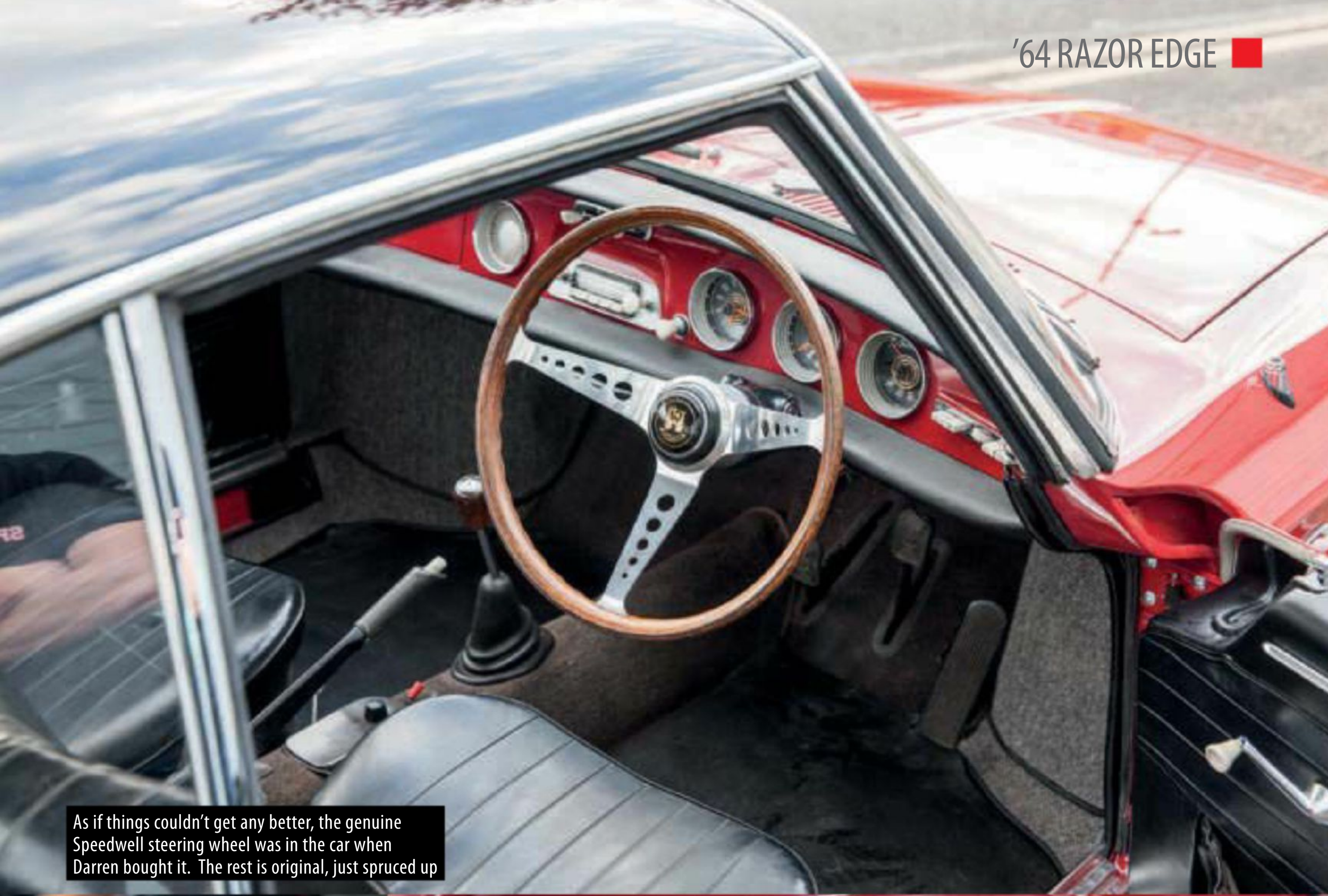
WHEELS AND TYRES: JBW Foosh in 5 x 205 PCD; 145/65 and 175/65s

One day it will be mine

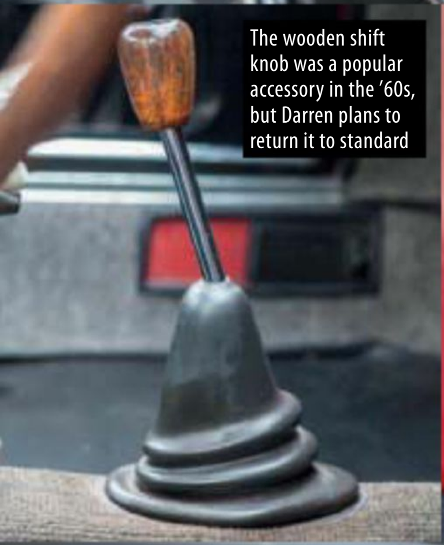
Darren Medland, however, discovered the beauty of the Razor years ago. “It was on my wish list for quite some time, but I never ever thought that I would actually own one one day. They are so rare, especially in the UK, and in right-hand drive. I've actually only seen one other one in real life before I got mine.” And that was in May of 2013. “I got a call from my friend, Andy Finch, owner of Spike's Vintage Restorations. He told me about an online ad for a 1964 RHD Razor and a project Type 34. The seller wanted to sell them as a pair, but Andy was only interested in the project. He asked me if I would like to have the other car, the one that was all okay.” Darren checked the ad online while he had his friend on the 'phone. “The advert had only one photo, so small you could hardly see what it was like, and I was sure it was a scam. But despite our suspicions, we made plans with the seller to see the two coupés.” It turned out to be a good move. “Both cars were just the way the owner had described them. After some negotiation, we took both cars home with us – the project on the trailer and me driving the '64 the 150-odd miles home.”

The story goes that Darren's new car had two owners before him, and the second owner used to enter it into show 'n' shine contests in the 1980s. “It had very little rust, was all matching numbers and with just 48,000 miles under its belt,” explains Darren. “It was a wonderful piece of luck to get hold of this Ghia.” Once home, Darren contacted Clive Richardson from the Karmann Ghia Owners' Club, a fellow Razor Edge owner himself. After checking the VIN, Clive told him the car is one of the 10 oldest RHD Razors known at the moment. For while Volkswagen launched the Type 343 (LHD model) in August of 1961, production of right-hand drive Type 344s didn't begin until August 1963. At the same time, the desirable 1500S engine came on stream, along with the rare and very sought after electric sunroof models (denoted Type 345 / 346 for LHD and RHD respectively).

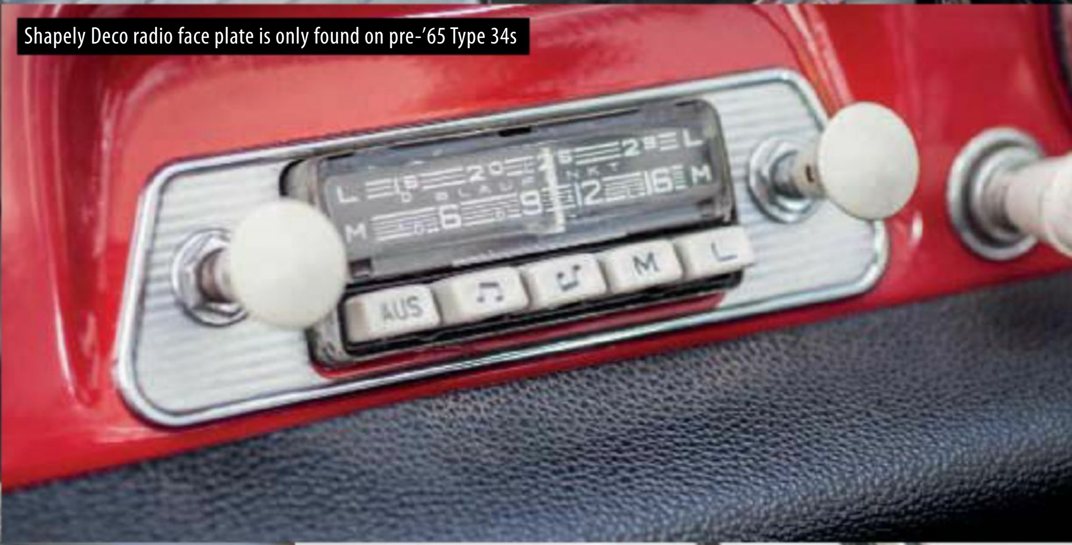
So what was the family man going to do



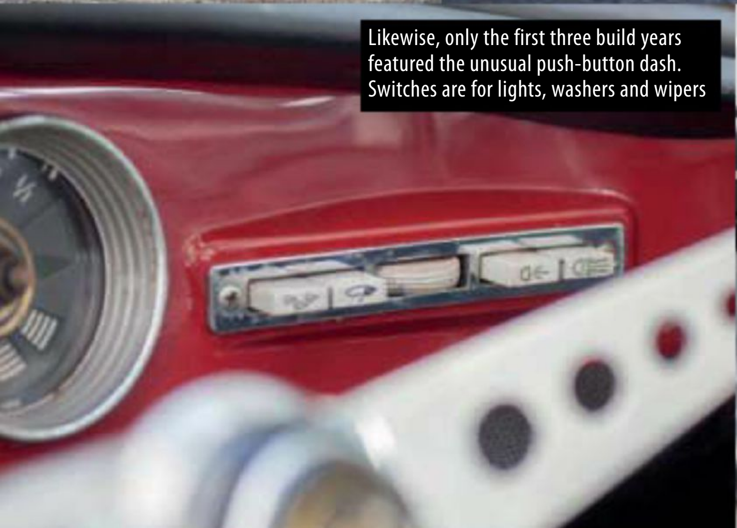
As if things couldn't get any better, the genuine Speedwell steering wheel was in the car when Darren bought it. The rest is original, just spruced up



The wooden shift knob was a popular accessory in the '60s, but Darren plans to return it to standard



Shapely Deco radio face plate is only found on pre-'65 Type 34s



Likewise, only the first three build years featured the unusual push-button dash. Switches are for lights, washers and wipers

Black leatherette-covered door panels are stock with this rare beast? "Not a lot really. I just planned to have it lowered with a nice set of wheels. It's too scarce for any kind of heavy customising." But before those changes could take place, the 47-year old had to have some corrosion dealt with. "It had some rust around the nearside headlight bowl and in the lower valance, but that was it. I commissioned Lloyd Jackson of Deluxe Metalwork in Ipswich for that job. He also modified the spare wheel well to give a little more ground clearance." An easy task, as the spare wheel well is a screw-in part on these cars and so can be swapped back to the stock piece any time in the future.

Two tone

The team at Spike's Vintage Restorations then stripped the body to bare metal before re-applying the original colours of L458 Ruby Red and L41 Black for the roof. Karmann offered the Razor Edge from the factory with nine different hues for the roof alone, and some body colours could be combined with up to three roof choices. Quite a radical selection for the '60s. But this was all part of what set the Type 34 – the most expensive car in the Volkswagen range at the time – apart from the company's other offerings. That's right, at £1,287 it was pricier than a Samba, and even more expensive than a base Porsche 356, which could be had for £1,146! Another reason for the 344's scarcity today.

"I wanted to do everything I could to bring the car back to its former glory," says Darren. That's why he gave the engine to Marco de Waal of MarCo Supplies in The Netherlands. The Dutchman took the motor apart, swapped the old cylinder heads for NOS ones from Mario Steinhauser at T3HQ in Waldershof, Germany and overhauled all the other components. An NOS exhaust, also supplied by T3HQ, finishes off the like-new engine.

Meanwhile, Darren took care of the interior. The black leatherette seats and door panels just needed a good clean. A bit more of a headache was the missing gauge. "Luckily, Mario at T3HQ came to the rescue, and equipped me with a complete set of restored instruments, exactly matching my model year." Even this wasn't as simple as it sounds for Razor Edge gauges have a different centre to regular Type 3 versions. And early gauges had a copper-coloured center and red needles, replaced later by silver centres and white needles. Another very rare piece is the radio face plate. These artfully-shaped versions were only made until 1964, replaced by a square recess in the dashboard on later cars. You see, Type 34 parts are a science in their own right.

With the interior and exterior done, DMG Vintage Cars director, Darren, could focus on the exterior. "I didn't want to make too many alterations but, as lowering didn't call for any irreversible changes, we turned the torsion bars for a nice stance. Not too low, more suitable for a daily driver.

"When it came to wheels, I really had no clue what to do. I wanted Fuchs but didn't want to swap the brakes for a different bolt pattern." It was Spike that solved the problem with a set of then brand new JBW Fuchs reproductions with the VW wide-5 bolt pattern. He shod them with 145/65s up front and 175/65s out back and put them on the Ghia. They really punctuate the lines and colours of the slick coupé. Darren's daughter, Ruby, (what a coincidence) noticed that too and now loves to be picked up from school by dad and his Ruby Razor. ■

"At £1,287 it was pricier [when new] than a Samba"

Fuchs? No, look again. They're JBW Foosh but in a wide 5 bolt pattern, so no need for re-drilling, adapters or replacement hubs

Marco de Waal overhauled the stock 1500S twin-carb engine, which produces 54 horsepower

The luggage area up front looks like the outside – polished paint and almost too good to ever put a suitcase or a six pack in!

Identity crisis

Wondering why there's a Porsche in VolksWorld? We haven't lost the plot, there's a very good reason as you're about to find out

Words Josh Reynolds / James Peene **Photos** Dan Pullen

It's often said that inside every VW lover there's a Porsche owner trying to get out. And that may be true, because who reading this wouldn't love an early 911 or a 356? Both share a few common links with the Beetle, but one thing they don't is their price tag. Even the budget 911, the four-cylinder 912, has risen beyond the budget of most every day air-cooled enthusiasts, but there is still one affordable air-cooled Porsche, the 914. So what you might say, that's still no reason to have one in *VolksWorld*. Except it is, because as a joint project between the two companies, the 914 is as much Volkswagen as it is Porsche.

It's fair to say the 914 is something of a weird fish. Much maligned for its push-me-pull-me styling, its cause has never been helped by the confusion over how it was badged. The mid-engined, two-seater, targa-topped sports car was branded as a Porsche in the USA and as a VW / Porsche in Europe. But it was too expensive for the average VW owner when new, and looked down upon as a VW by Porsche snobs. As a result, it did not sell especially well in Europe, but found a decent following in the US, where most examples on UK roads today will have come from.

However, this particular example was recently

imported from South America by Mark Reynolds, MD of Just Kampers, who found it whilst on a trip around Brazil and instantly fell in love with it.

Little wonder a stalwart VW man would love this oddball creation, it's chock full of VW parts, and the more you look at it, the more a VW aficionado will spot. It's at this point you start to realise that if a lot of the parts have a VW stamp on them, they'll be a lot cheaper than anything with PAT (that's Porsche Added Tax) should you need to buy replacements. So, an affordable air-cooled Porsche, eh?

But why are there so many Volkswagen parts on a car that Porsche was happy to have running around bearing its hallowed, performance-orientated name? Allow us to elaborate. The 914 was an ambitious joint venture between the two companies, intended to fill gaps in both manufacturers' ranges at the time. Porsche was looking for something at the lower end of its range to replace the entry-level 912, while Volkswagen wanted a sporty replacement for the Type 34 Razor Edge Karmann Ghia. The two manufacturers enjoyed a good, long-running relationship (you know why, or you wouldn't be reading this) so Ferdinand Piech, who was in charge of developing the 914 for Porsche, and Heinz Nordhoff, VW's Chairman at the time, got together and struck a deal to jointly create the VW / Porsche 914.

BEHIND THE WHEEL

Most people who slate the 914 have never actually driven one. And if they have, a great many are well past their prime, thanks to rust that does their structural integrity absolutely no favours. The example here was built in 1973, shipped straight to São Paulo in Brazil and has been kept in fantastic condition since, so, as a barometer for what one is like to drive, this is about as good an example as you're likely to find.

1973 was the first year the 914 was sold with a 2.0-litre engine (this one has also been further tinkered with) so it's a top-of-the-range version, too. However, turn the key and the engine, sited just a few inches behind your head, instantly sounds more VW than Porsche, albeit a deal livelier. The Porsche 'dog-leg' 5-speed gearbox (so called because first is in the reverse position on a standard VW 4-speed) takes a bit of getting used to but, once you've mastered it, you'll enjoy a car that can be hustled along at a surprising pace. Top speed is claimed to be 120mph, with 60mph reached from standstill in around 10 seconds, but the low ride height and cacophony of sounds from the mid-mounted engine make it feel faster than this. Being mid-engined it handles more like a go-kart, and it's a frenetic but fun ride, even with the targa top keeping your locks under control. If you love driving air-cooled VWs you'll love the 914. We did. ■

Targa top easily unclips and can be stored in the rear boot. Removing it makes for a bright and airy cabin

Headlamp unit: Beetle '73 on / Bay '73-'79 *J12749

914 chassis plate. No argument, it's definitely a VW

Porsche agreed to design the vehicle, using as many existing Volkswagen and Porsche parts as possible, and Volkswagen would build them.

Two production versions of the 914 were created – the four-cylinder 914/4 that was badged and sold as a VW by Volkswagen, and the full fat six-cylinder version, the 914/6 that was sold and distributed solely by Porsche. In an attempt to drive sales, it was agreed that Porsche could sell both the four and six-cylinder versions as Porsches in North America, which is why 914s in the USA have different badges to those found elsewhere.

Lutz for life

Unfortunately, Nordhoff passed away in 1968, just a month after the first 914 prototype came to light, and the arrangement fell apart soon after. His successor, Kurt Lutz, lacked the connection Nordhoff had with Porsche and failed to see why VW should share the rights to the vehicle if Porsche wouldn't share tooling costs and other expenses required to create them. Lutz also believed the projected sales figures for were too small to be profitable if the vehicle was built at Wolfsburg, so arranged for production to be handled by Wilhelm Karmann GmbH in Osnabrück instead. This increased the unit cost, which in turn meant the on-sale price was too similar to the 912 to make it a realistic alternative in Porsche's range.

> "It features parts from the Beetle, Karman Ghia and Bay Window Bus"

The 914 was officially unveiled at the Frankfurt Automobile Show in 1969, and went on sale in February 1970, but no sooner was the marketing campaign under way than it hit a bump in the road. The original plan to sell the 914/4 as a Volkswagen and the 914/6 as a Porsche went out the window, the two companies choosing instead to establish a brand new company (the snappily titled *Volkswagen-Porsche-Vertriebsgesellschaf* (VW-Porsche marketing company) to promote the cars throughout the world. 914s were then sold through VW dealerships in Europe, and through the Porsche-Audi network in the USA. The identity crisis did little to help its cause, or sales.

Its styling further complicated matters. It didn't look like anything else in the Porsche or VW line ups, and the air-cooled, flat-four engine liberated from the unsuccessful Type 4 range of family 'Wagens and Late Bay Windows left potential Porsche buyers decidedly flat. Who can blame them? A VW Van engine in a Porsche? It didn't work when they tried it again with the 924, but that's another story.

Still, you can't blame them for trying. The engineers at VW have a well-deserved reputation for ingenuity, and often re-use parts from older vehicles, as anyone who's spent time working on classic VWs will attest.

But this philosophy was taken to a whole other level when creating the 914. It features parts from the Beetle, Karmann Ghia and Bay Window Bus. Large parts of the fuel system, engine electrics, exhaust system, steering column and brake components are all common-or-garden Volkswagen.

Interiors are simple but well built, and as soon as any VW owner slides into the black leatherette seats they'll be greeted by the sight of a number of easily recognisable VW parts. Items such as the interior light, door handles, the window winders and the indicator switches are all familiar, even if the decidedly laid back seating position isn't. Little wonder the Porsche crowd felt underwhelmed, and the 914 continues to confuse today. ■

TECH INFO

MODEL: Porsche 914/4

PRODUCED: 1969-1976

ENGINE: Mid-engined 1.7 / 1.8 or 2.0-litre, air-cooled, fuel-injected Type 4

POWER OUTPUT: 79bhp / 85 bhp / 100bhp

TOP SPEED: 110mph / 115mph / 118mph (claimed)

0-60MPH: 13s / 12s / 10.5s

SUSPENSION: Front torsion bars and rear coils, IRS

GEARBOX: 5-speed manual with dog leg first

* Indicates a Just Kampers' part number for a VW item that was also fitted to the 914

914 VW PORSCHE
2.0
BRV 0914

A fantastic concept – an affordable, mid-engined sports car built using VW parts. It should have sold much better than it did, just 115,646 914s in seven years of production

Petrol filler cap: Beetle '60-'67 / Bay '67-'71 / Trekker *J11227

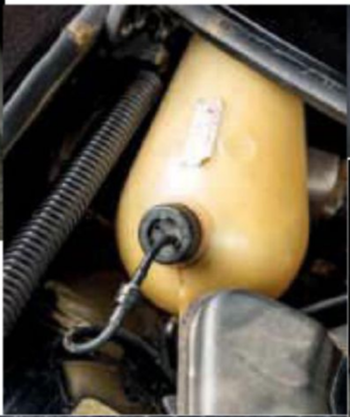
Wiper switch: Beetle '73 on *J19466. Indicator switch: Beetle '71 on / 1302 / 1303 *J19434

Headlights raised by Type 2 wiper motors: Bay '67-'74 *J11784

Washer bottle kit: Bay '67-'79 *J14208 (with a bit of work it can be adapted to fit a 914)

Window winder handle: Beetle '68 on / Bay '67-'79 / Type 25 '79-'92 *J13524

Oil filler cap: obsolete, but JK make them on their own tooling *J14043



Interior light: Beetle '70-'77 *J37384

2.0-litre Type 4. Stock VW with exception of exhaust and carbs. Fitted back to front!

Generic '70's Beetle / Bus dash switches (found at any swapmeet)

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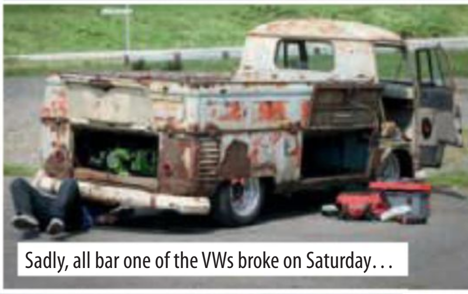
Digging in off the line, but take the roofrack off next time, eh?


Sadly, all bar one of the VWs broke on Saturday…

VW Eliminator

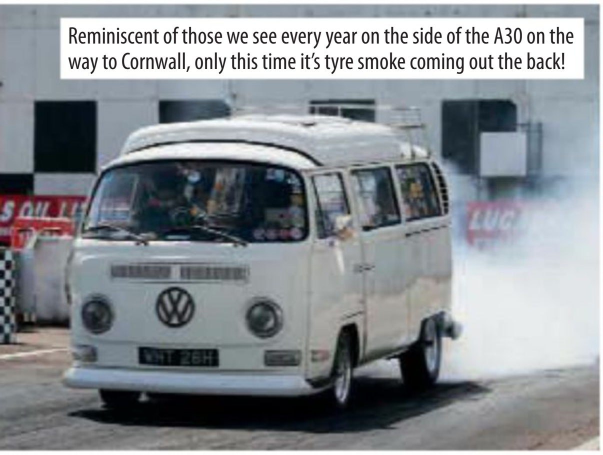
A new event at Shakespeare County Raceway. Heads-up, 12.99 or quicker to qualify. What could possibly go wrong?

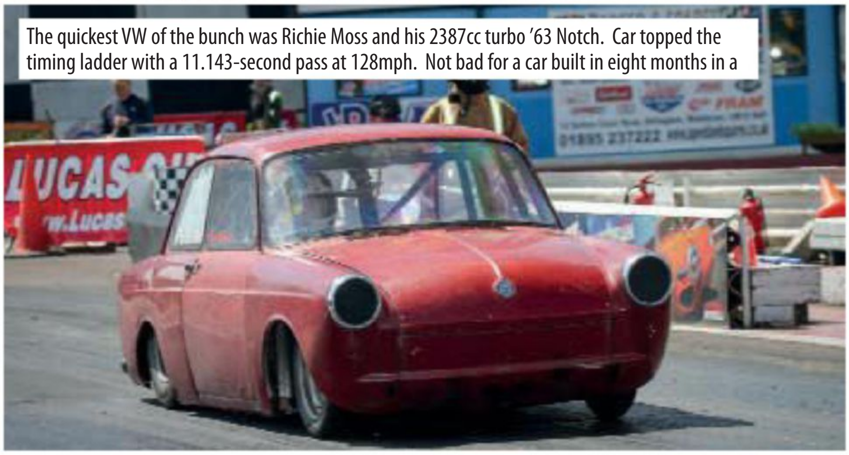
Words and photos Julian Hunt

Subaru-powered Crew Cab from Fellows Speed Shop honks on

Second quickest was Phil Jarvis' 2387cc 280bhp (+150 shot nitrous) Bus. 11.526 / 117.15

Danny Pike was out testing a new 2332cc, 240bhp + nitrous set up in his Beetle. 11.580 / 115.43mph was the impressive result


Reminiscent of those we see every year on the side of the A30 on the way to Cornwall, only this time it's tyre smoke coming out the back!


The quickest VW of the bunch was Richie Moss and his 2387cc turbo '63 Notch. Car topped the timing ladder with a 11.143-second pass at 128mph. Not bad for a car built in eight months in a

Charles Oldroyd's Oval Kab' in the concours is a timeless beauty

The classic Stanford Hall photo: house plus Zenith Blue '66

A brace of user-friendly (read: not lowered to death) Splits sitting peacefully in the sun

Coral Red is a love it or loathe it colour. On a stock Oval, what's not to love?

Karmann Ghia Owners' Club had stock and modified represented

Ex-Kid Dean full custom Square made a nice change from all the stockers

Stanford Hall

Concours cars and a stately home, the perfect combo

Words James Peene **Photos** Steve Gosling

Stannie Hall is one of those shows I simply hate missing. Not only is it the first VW show I ever attended, it's also my local show and less than half an hour from my home. But that's not the real reason, not by a long chalk.

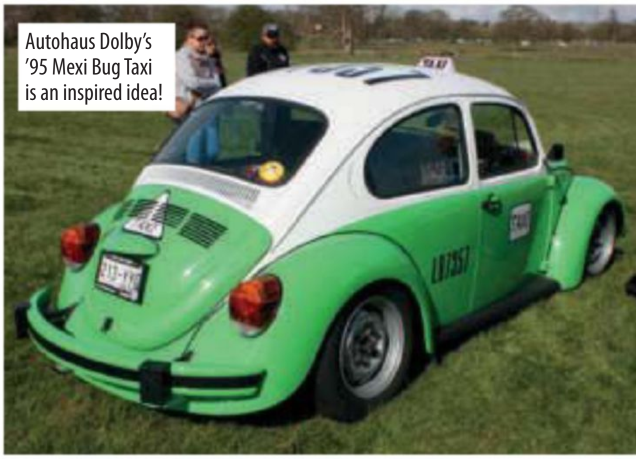
Like the rest of my *VolksWorld* cohorts, Stanford Hall has become a staple part of my show calendar because you always know what to expect – acres of picturesque countryside chock full of vintage VWs of all shapes and sizes.

There's always something for all tastes, either in the car park (which is a show in itself) or on the showfields. Be it stock Type 3s, slammed Splits or concours Ovals, you name it, it's all on display here.

That said, my favourite part of this mammoth one-day VW gathering has always been the swapmeet area, and this year didn't disappoint. I find it best not to take a shopping list with me to any show, as I invariably come away with nothing on it. It's far better poking through the tables and boxes of parts and finding something I didn't know I needed, but couldn't leave without it once I'd found it. And there was loads to shift through this year, too.

The cars for sale area is always a good barometer for what the going rate for a VW is, although everyone seems to chuck a bit extra on at shows to allow for a bit of bartering room. Is it just me or have Bus prices started to level off? I saw a few more realistically priced offerings this year, so who knows?

Stanford Hall, love it. See you 2017. ■


Autohaus Dolby's '95 Mexi Bug Taxi is an inspired idea!

Absolute VW had this Split in the air showing its nicely detailed underside

Air ride-equipped 356 rep' looked crazy and had people talking

EMERGENCY EXIT
STOP WHEN RED
LIGHTS FLASH

Everyone loves a school bus Split! Just think of the stories it could tell

Sam Brader's recently finished '60 on air is a great looking car

These two make a great pair. Both untouched original cars, for the moment anyway…

The show was packed again this year. If you didn't go, make sure you do next year

Terry Settle's *low* Bay. It takes a hell of a lot of work to get a Bay to sit like this

As always, Stanford Hall's swapmeet was the best of the year so far

Lotus White 13-window on gold Rocket 5 spokes was bob on

£14,500 seemed a good price for this well known standard Oval

Not Fuchs but 14-inch NSU RO80 wheels on Mike Birch's Notch. We like

Coffee from a Bay Single Cab sure beats a crappy burger van

COFFEE 2 PICK UP

Lime Bug's '66 runs one of the company's own air ride systems

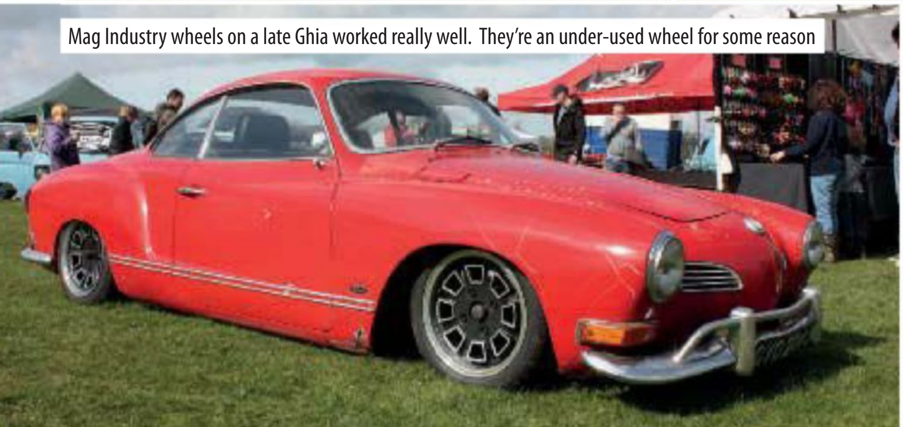
Pinstriped, ribbed-bumper 11-window was cool as heck

A shiny Barndoor makes a nice change

BTR beadlocks were tempting…

Late Split Westy was really clean and suited the RDWs

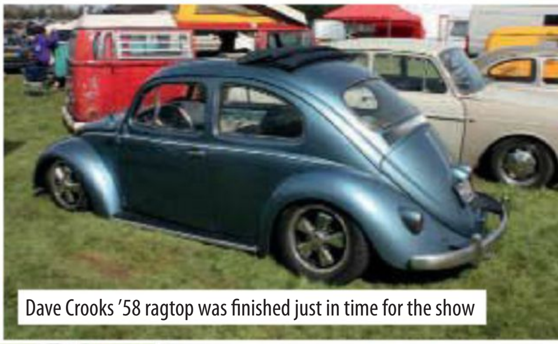
Stock steels and commercial hupcaps are a great and cheap alternative to alloys



Mag Industry wheels on a late Ghia worked really well. They're an under-used wheel for some reason

Stock-looking Late Bay had a checky Scooby surprise out back

Our pick from the inner circle were these two. The black '49 is a beautiful car and we loved the black hubcaps on black steels on the standard Oval alongside



Dave Crooks '58 ragtop was finished just in time for the show

1303 packed to the gunwales with '70's accessories

Original VW engine fire pump would be cool garage art

There's something about a Devon interior in a Split Bus, it just looks right

'78 Last Edition was perfect

Early and Late Bay's hanging out by the river

Julian Hunt built his Barndoor nearly 20 years ago, way before most people even knew what a Barndoor was!

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T2D-built Abbott Cleaners Panel looks hard as nails

Pretty Swedish import Oval was one we'd loved to have taken home. Great colour combinations

Basking in the glory of its first show, the Bromley Pageant of Motoring. It drove great and looks cock on to me

OWNER INFO

NAME: James Peene

JOB: Editor

CAR: '60 Beetle

WORK THIS MONTH: MoT the car, drive it, hate it, rasie it back up, drive it, love it

The highs and lows

As James Brown said, it's time to get on up and stay on the scene…

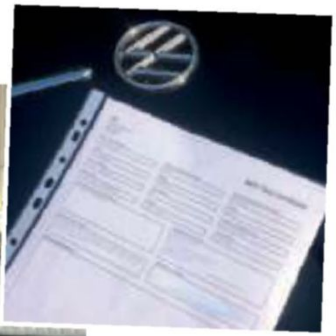
Don't get me wrong, I love a lowered car. In fact, I have no real interest in owning a stock height VW, because that's not what I'm into. However, I think there is a limit to how low you can go, and for me the limit is the floor. As soon as you start smacking into the ground and wincing at every bump, dip and pothole in the road, driving stops being enjoyable.

Bumping, rubbing, scraping or whatever the heck the cool kids like to call it, just isn't for me. Which is why the first proper drive in my refreshed '60 saw the car go straight back up on axle stands and the ride height come up.

Those who've been following the progress of my latest ride will know it's been entirely gone through. Having sat gathering dust in a museum for a number of years, the entire braking system has been replaced, the electrics have been beefed up from six to 12V and pretty much no stone has been left unturned in the pursuit of making this a good, useable car I can jump in and enjoy whenever I want. I just don't see the point in having something you can't actually drive anywhere.

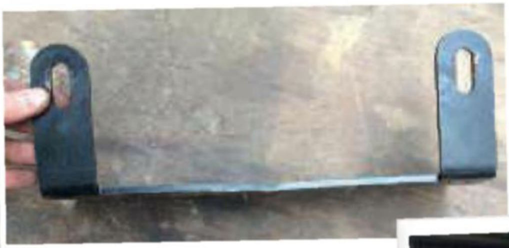
We always knew it was going to be a problem driving the car down the un-made lane to the MoT centre from Steve's garage. Even my daily driver bumps and scrapes and the potholes are big enough lose a child in. But once out on the main road everything was hunky dory. The '60 breezed over to the MoT station and passed with flying colours. With that milestone smashed, Steve and I decided to break the car in gently with a few journeys to the office and back. I've recently moved back to Leicester

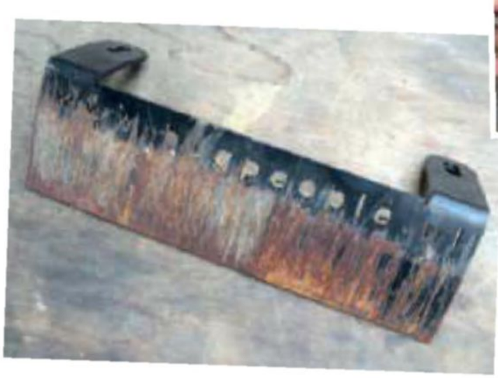
Dunlop tracking gauges were an eBay purchase for the garage. Well worth the investment



^ Boom! First MoT certificate in decades

< Always a nerve wracking time, the MoT test, but it passed with no advisories





This is the skid plate after less than 20 miles on the road. It did its job, for sure, but how long would it have done it for? Now imagine the damage to the framehead, bottom beam adjuster and possibly the beam itself if I hadn't installed this. Raising the ride height was the only sensible thing to do to preserve the car

so didn't want it's first journey to be a baptism of fire. Which is just as well.

Steve's only a wee slip of a thing, but with myself, a can of fuel and some tools on board as well, the drive to work was okay, but not great. The were a couple of occasions when the skid plate we'd fitted was called into action and, by the time we'd covered the nine miles to the office, we were both thinking, 'hmmm…'

Fuelish behaviour

On the journey back to the garage, I stopped at the petrol station and filled the tank. After that, the car hit every bump, dip, divot and mildly raised surface in the road. Even those invisible to the human eye were a problem. Screw that!

> "The car hit every bump, dip, divot and mildly raised surface"

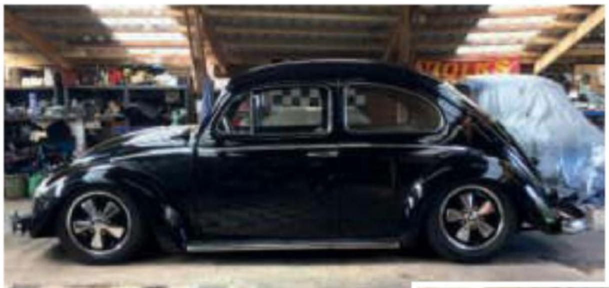
I haven't bought such a lovely car only to smash the shit out of it and ruin it, so it's been raised back up to a more sensible, but cool looking ride height.

Once again, I have Steve to thank for this. He researched the amount of inner and outer splines the rear needed to be adjusted by, and then brought the front up to match, keeping the smidge of nose-down rake I wanted.

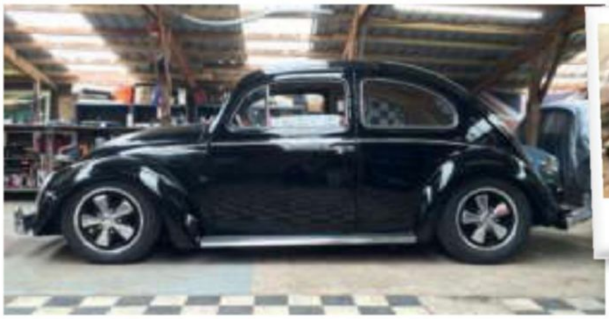
Take a look at the pictures below and you'll see there's not a huge amount in it, but it's made all the difference. The picture at the bottom is of a car that can travel with a full tank of petrol, two up and has full steering lock. The one above it doesn't allow me to do any of those things. It's a no brainer.

The car's first proper outing was to the Bromley Pageant. That's a photo of it on the showground at the start. I was tickled to death by how well it drove and the amount of attention it drew at the show.

My next priority is to find somewhere safe to secure it near Market Harborough so I can have it close to hand. I've also just bought a '69 Bay Window so that will now become the main focus of my attention. As for the Beetle, some adjustable spring plates would allow me to fine tune the ride height, but I'm happy with the way it sits now and feel I've spent enough money on it. It's time to just enjoy driving the Beetle I always wanted. I love it. ■



Two outer spline drop in the rear and wound down at the front the car undeniably looked the nuts. However…



This is it now. Rolling with a three inner and two outer spline rear twist and a touch less drop at the front, I have full steering lock, nothing rubs and I can enjoy driving it. Isn't that what it's all about?

VOLKS WORLD PROJECT CARS

See you around x

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay
This month: I bid you all a fond farewell. The last 12 years designing *VolksWorld* have been a blast, but I'm sad to say it's unceremoniously come to an end. Thankfully VWs will continue to be my life as I move to a fantastic new job at Just Kampers.

I'll leave my project reports with the car I started them with, my '67 Ghia. After a six-year hibernation, it's back on its wheels and a to-do list has been written. So it's goodbye, but I hope to see you at a show soon

Owner: James Peene
Cars: '60 Beetle, '69 Bay Window
This month: As I'll just be editing *Camper&Bus* from next month, it seems only fitting I have a Bus to write about. So, I've bought myself a Bay

Delta Deluxe

Rim shot

Owner: Steve Parsons
Car: '60 Split
This month: Humongous pot holes and Rostyles don't mix! I am now filling in pages of paperwork to claim damages from the local council. Would this have happened if I'd stayed at stock ride height, on stock wheels?

Owner: Mark Walker
Car: '73 Westy
This month: I've been getting to grips with my '73 Westy, making a front gearbox mount and splicing in a repair to the clutch cable conduit as the original was bent

Fab job

Powder to the people

Owner: Gordie Woollacott
Car: '73 Westy
This month: The engine rebuild on my '72 Bay has commenced with freshly powder coated tinware. Nice

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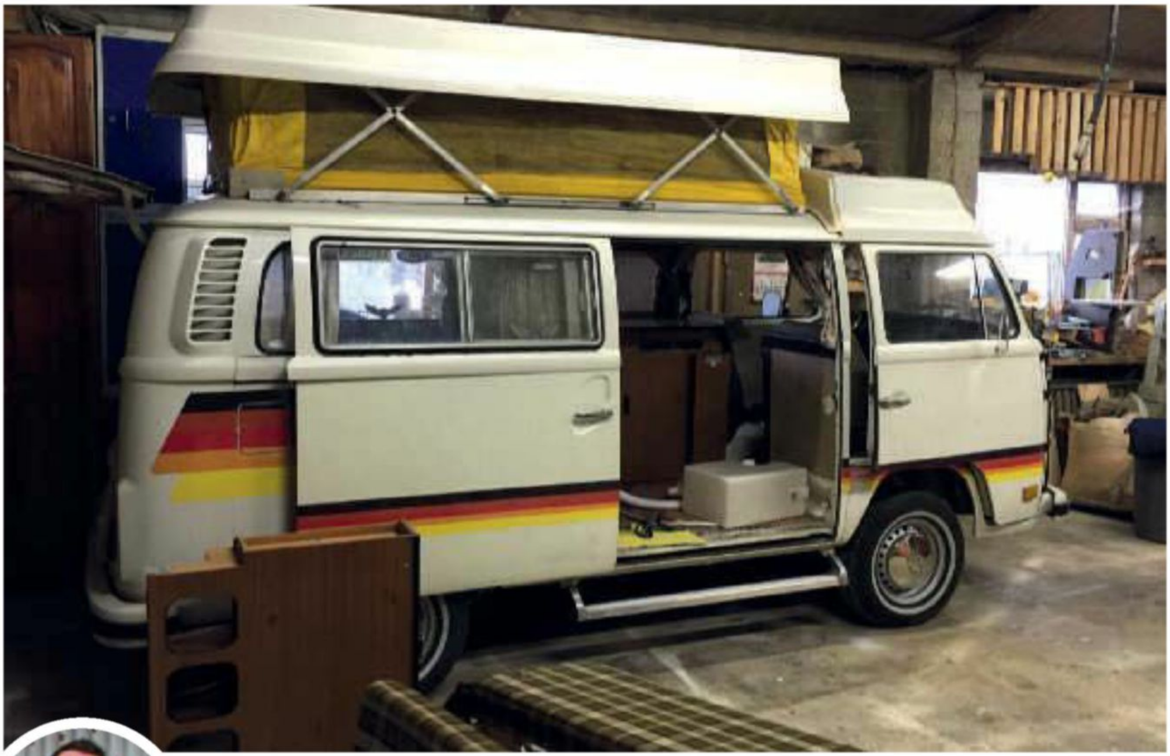


Almost there. Now with a camping interior, the 'RivWesty' is coming together nicely

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Have the Westy interior fitted, fit new flooring, carpets, curtains and trinkets

Carry on camping?

Not likely, I haven't even finished it yet!

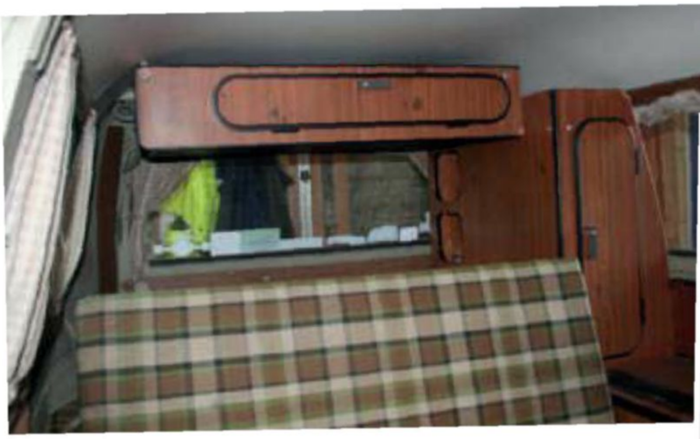
The last time you saw the Riviera, myself, Graham and Mick were trying to stuff an original Westy Berlin interior into it and hope that, like magic beans, when we came back the next day something wonderful would have happened. Surprisingly, that didn't happen, so we then had to ask Tommy Sweeney to help out. Unlike us animals, Tommy (hashtag #sureitsgrand) was not prepared to just ram any old furniture into the back of my Bay, preferring to do the job properly. Which is a good thing when you see the price original camping interiors are fetching these days.

Having seen the top job Tommy did on my mate Graham's Type 25 interior, which was built from scratch, I knew my interior would be a piece of cake for this talented man, and it was. Okay, it wasn't a simple slot-in-and-go affair as there were some adjustments needed where the cooker unit meets the bulkhead but, compared to a bespoke build, it was a doddle. Tommy didn't just fit it though, oh no, he repaired it where pieces of light wood had warped over time or been damaged by previous users.

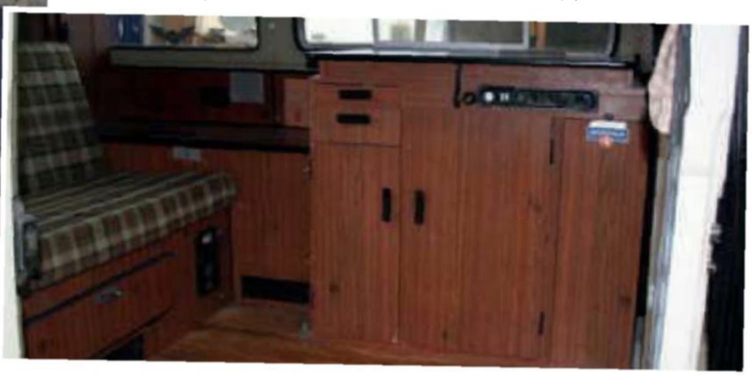
Another factor he was better placed to consider than me was the fitting of the upper storage unit, which has a flat top to fit against the flat headliner on a Westy Berlin, whereas the Riviera headliner is curved. Not the biggest issue in the world, I grant you, but it would have looked awful if fitted badly, or by me, which is the same thing really!

Underlay, underlay

A few months ago, I called to see my friend, Lindsey, who works at B&Q in

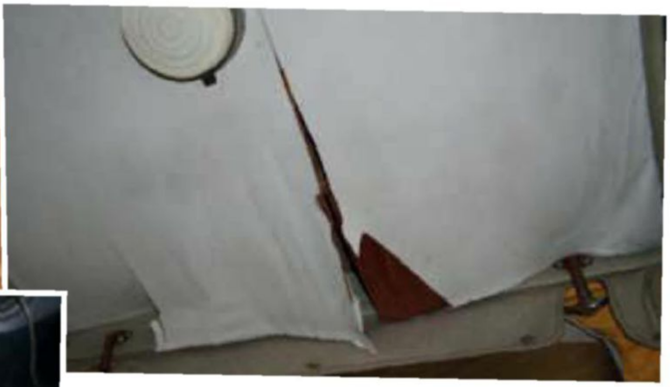


Unlike a Berlin, the roof on the Riviera is curved, which made fitting the overhead box a little more complicated



All the rest of the units went in without any real problems. The cooker and sink are now in but not connected up yet

I'm loving my new wood-effect floor and the sliding door trim



A pinhole in the glass fibre roof caused a leak and, over the years, this was the result

Instant transformation. Just add carpets. Here from MadMatz

Limerick as I was looking for flooring. The great thing about Lindsey is she is a total VW nut too, so knew exactly what I needed. Thanks Lin x.

> “It's a domino effect once you start on the interior”

Tommy fitted the underlay, the flooring and finally the chrome sliding door trim that Teresa Dollery picked up for me from VanWurks' stall at Busfest 2014. At less than £40, it's a bargain.

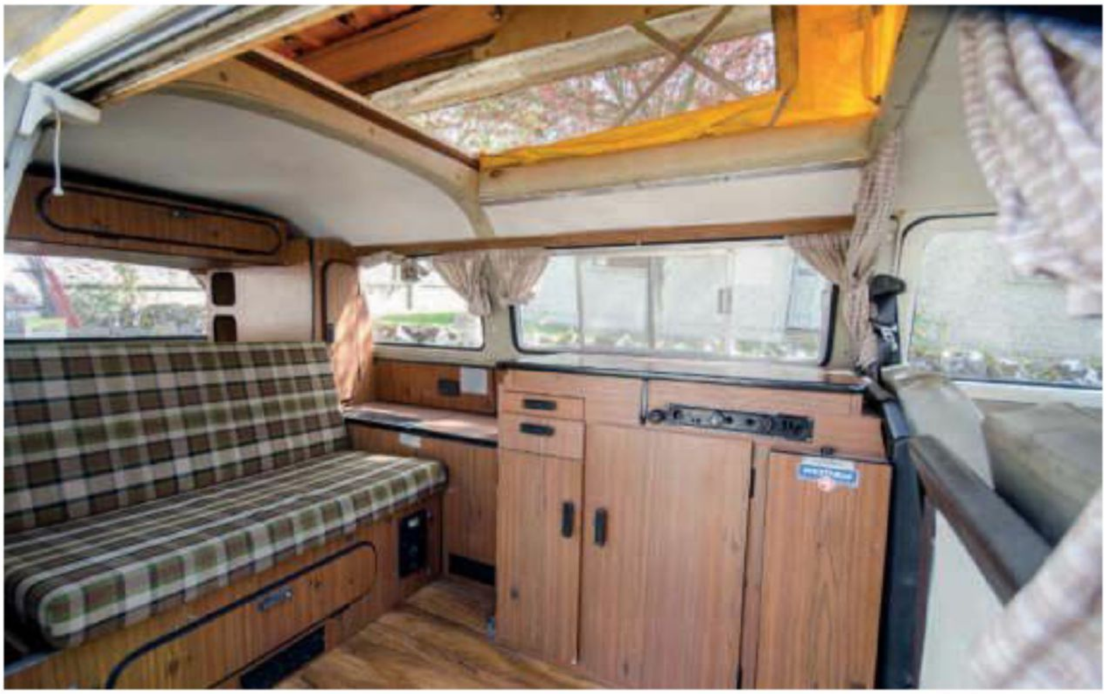
The pop-top headliner was toast, so a new plywood piece is now cut and ready to go in. I have also bought some acoustic carpet to trim it with so it should look fresh but add sound deadening and hopefully retain a little more heat, too.

Up next was the cab area. It's a domino effect once you start on the interior, isn't it? First, it was the new steering wheel from Aircooled Accessories that I loved so much I bought. Then that looked so good it made me think about upgrading the gear shifter, so I fitted a Scat one. Then the flooring looked bad so I bought a set of cab mats from MadMatz. They look fantastic so now I'm looking at the original seat covers thinking if I can't clean them they have to go. The door cards are definitely in need of replacing as they have holes cut in them for speakers. And so it goes on…

Though all the guys in the office think I'm mad, I've filled the walk-thru area with a MadMatz Bus Box. I think it looks great, and it's useful too, but its natural finish looks out of place alongside all the rest of the woodwork, so I'm going to have to varnish or paint it.

What I'm really worried about, though, is that as I write this I'm only two weeks away from my first camping trip in the Bus, which is to the Bug Movie drive-in premiere in Newcastle, Co. Down. I'm hoping I won't come back from that weekend with a long wish list as this was always supposed to be a budget Bus with no frills and, more importantly, no expense. However, just today I found myself unfolding and re-folding my BAT Wrap from Bromsgrove Auto trimmers (www.batvw.com) to ensure there are little or no creases in it when I camp up for the night. I know, I know, but I just can't help it. ■

If the van's rockin'… If these covers could talk, I'm not sure I'd want to hear what they had to say!



Et voilà! It's finished. Apart from new curtains, electrics, stereo…

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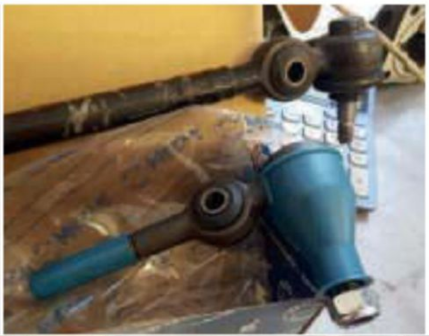
The engine is in and all four wheels are on the tarmac…



Typical, my car has the original 1967 non-adjustable track rod. They're a real pain to replace the track rod ends

Four-wheel alignment was carried out after recent front end mechanical work

Looking good. I can't wait to drive it, I just hope I can remember how!

Close, but no… Beetle

OWNER INFO

NAME: Ivan McCutcheon

AGE: 50

CAR: '67 Beetle

WORK THIS MONTH: MoT, discover split track rod boot, re-MoT, discover pushrod tube leak. Engine out, yet again…

We're on the home stretch, just not back at home.

I was really hoping to be able to say in this, my final staff project report under the 'old regime', that I had been out driving in my old faithful '67, but one thing after another, after another – every one of them seemingly an ardous nightmare – has delayed me once again from getting back behind the wheel.

Before we get to that though, I'd like to say a few words. This is the last issue of *VolksWorld* as you know it. The team behind the mag is changing as of the next issue, and Ian Cushway has been given the job of figurehead for the future, a role I wish him the best of luck with. Obviously, he will have my full support, as the magazine is and has been a hugely important part of my life since 1991.

This being the case, I wanted to make this a really positive report to end with. I was hoping to be raving about the extra grunt of the rebuilt and upgraded engine but, as the deadline loomed ever closer, the chances of that happening seemed more and more unlikely until, reluctantly, I had to admit defeat.

It's my own fault. I got all excited after receiving a 'phone call at the end of April saying the engine was back in my car. I was further fired up by a text on May 3 that simply said, 'Engine runs'. The light at the end of the tunnel was back on.

Splitter!

So, if the engine is back in and running, why haven't I got my car back? Well, after sitting around for another year, the car failed the MoT on a split rubber boot. Surely, a simple job? Well, not on my car. The track rods being stock '67 meant Pete Roberts had to cut slits in one of them to remove the old track rod end, then work out which of the parts available today would fit (a Meyle unit as it turns out) and then weld the track rod back up. This delayed the re-test until May 17. Naturally, the car then needed the tracking realigned.

> "I was hoping to be raving about the extra grunt of the rebuilt and upgraded engine"

When this had been done, I was informed the very expensive JCL Race Cars pushrod tubes I had been advised to buy as, apparently, they are the only ones that don't leak were, you guessed it, leaking! They'd also seized in place. I wouldn't mind but I only bought them under duress, so not ever having driven my car with them on, I was not impressed to be told I had to replace them. I had no option but to stump up for a replacement set of pushrod tubes from Stateside Tuning. I have to say a big thank you to James Calvert as he did me a great deal!

Though they were delivered a week and a half ago, swapping them over has proved more work than expected. In fact, at the time of writing, I have just come off the 'phone to Pete who has told me the easiest way to complete the change is for him to remove the engine once again…

As each week passes, the summer is ebbing away and VW shows I would so love to be driving my car to are being ticked off the calendar at a rapid rate. I really cannot wait to drive my car again, and am gutted I am not able to, or am able to finish this piece on a high. ■

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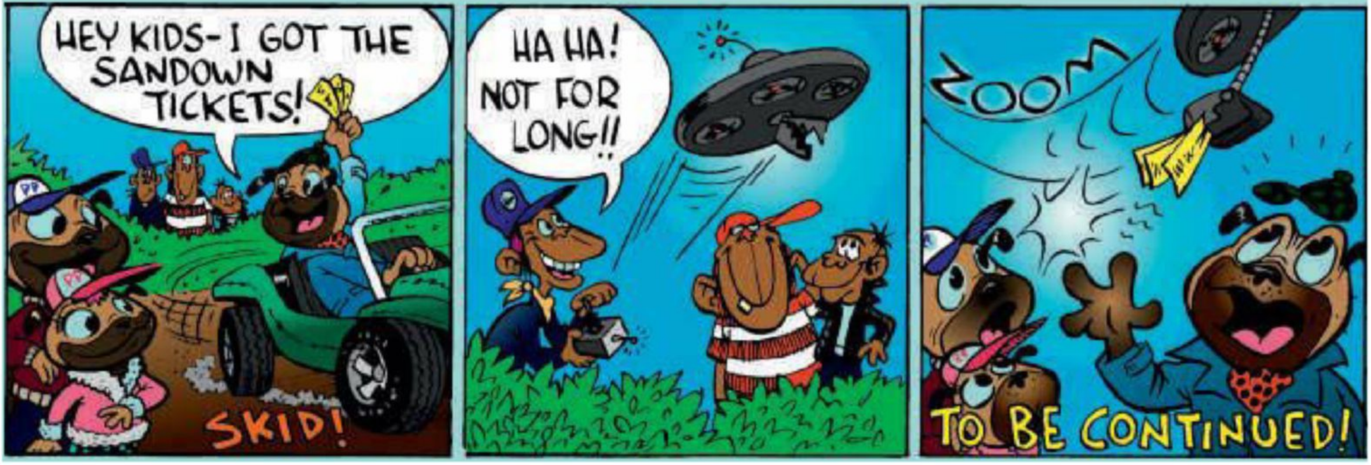
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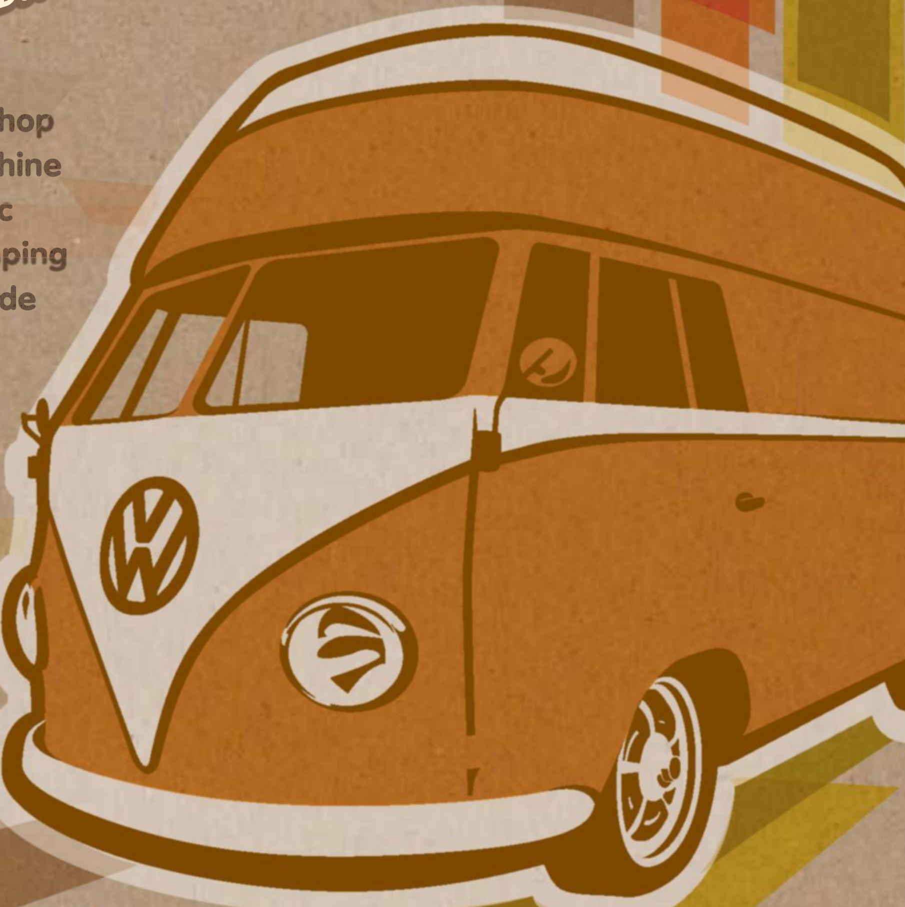

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Blueprinting pt2

You've got the tools, here's how to use them to check whether the crankcase you have is the foundation for a good engine or not

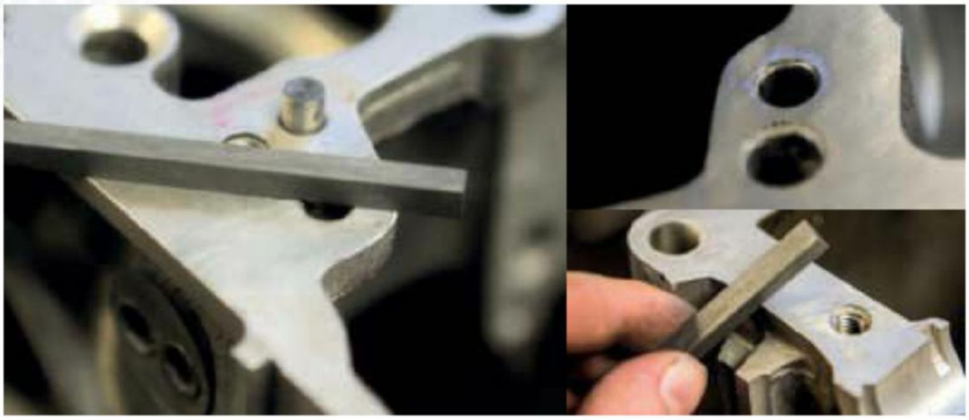
Words and photos Lawrence Butcher

Last month, we took a look at some of the reasons why you might want to blueprint an engine, whether you are building it for high performance or simply as a mileage muncher in the back of a Camper. It boils down to the fact that an engine, when put together to the right tolerances, and with a good dose of attention to detail, will make more power, run cooler and last longer than one that is just lashed together. It takes time and several assembly / disassembly processes to achieve a blueprinted engine, but it will pay off in the long run. In this feature we will concentrate on the core of the engine, the crankcase.

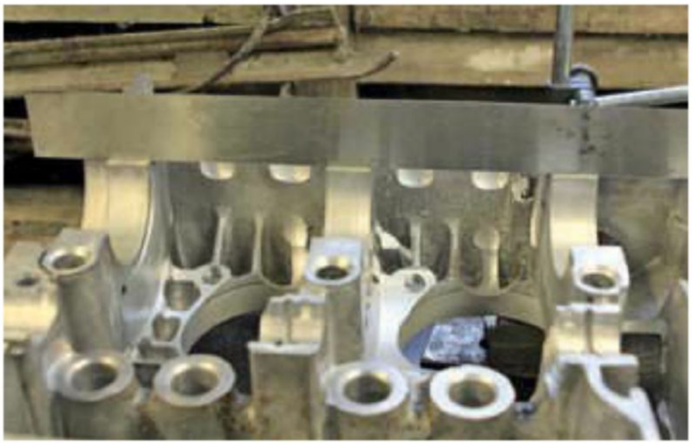
On the case

Following on from the previous instalment, you now have all of your measuring tools and it is time to start checking components. For the purposes of this article, all of the parts used are brand new. They were supplied by Scat Enterprises as part of a full engine kit and, although in theory this means all parts should be the correct size, this is not always the case! The theory shown here applies the same to used parts, where it is far more likely you will find components that need re-sizing in some fashion.

Please note, this is not an exhaustive list of every check that can be made, but it covers the most important and, if these are within tolerance, you should have a good basis for a build. ■



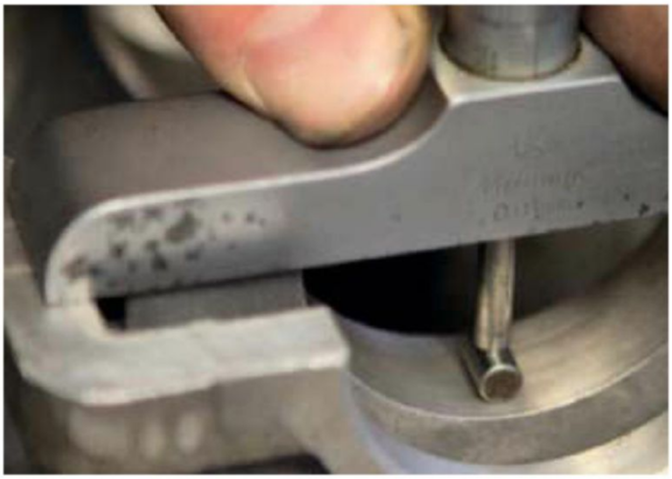
01 **PREPARATION** This case is a brand new casting from VW Brazil and, although it has gone through VW's quality control process, one still needs to check everything is to spec. The first job is to make sure the edges of the case along the mating surfaces are all actually flat. Using a small abrasive stone, all of the areas around the stud holes are lightly dressed, as can be seen from the bright spots in the pictures. On this case, we found a few high spots that needed flattening. Though only a few thousandths of a mm high, they are still enough to affect the way the case halves mate when torqued up. Additionally, any sharp edges are de-burred, removing any small flashes of metal sitting proud

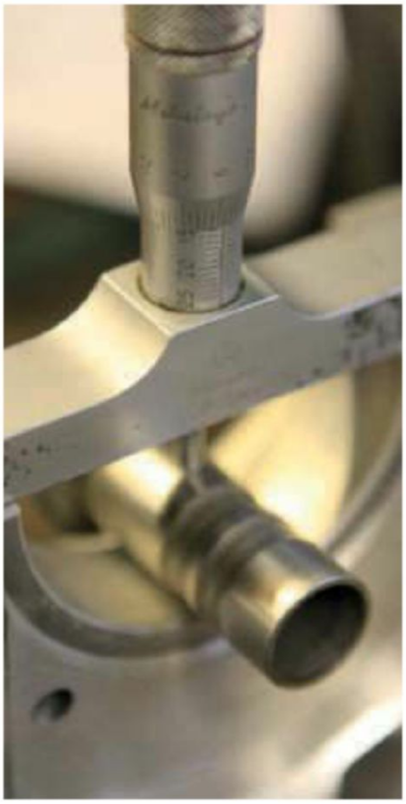


02 **CHECKING FOR TWIST** This is more of an issue on used cases, but it should also be done as a precaution on a new case. Place an engineer's straight edge across the main bearing saddles and the perimeter of the case. There should be no measurable gap at any point. If there is, the case is warped and, to all intents and purposes, junk

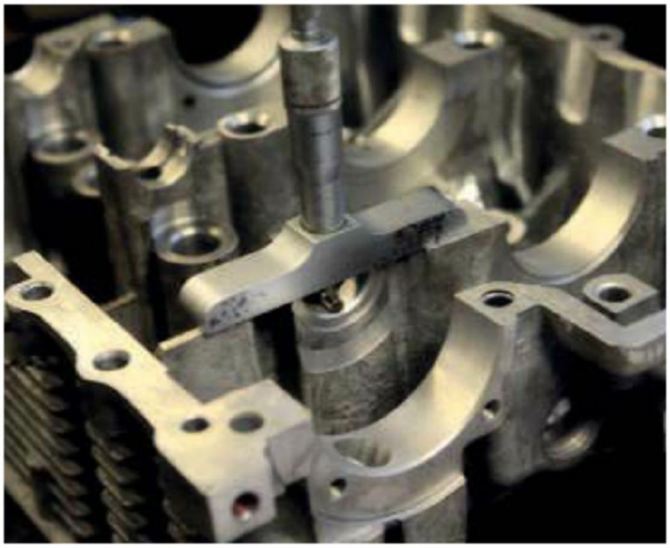
TABLE OF DIMENSIONS

CASE PART	NEW INSTALLATION SIZE mm	WEAR LIMIT mm
Crank main bearings 1-3	65-65.02 (2.5590-2.5598in)	65.03 (2.5601in)
Crank main bearing 4	50-50.03 (1.9685-1.9696in)	50.04 (1.9700in)
Oil seal bore	90-90.05 (3.5433-3.5453in)	n/a
No.1 thrust bearing face	22 (0.8661in)	
Cam bearing bores	27.50-27.52 (1.082-1.083in)	n/a
Oil pump bore	70-70.03 (2.7559-2.7570in)	n/a
Lifter bores	19-19.02 (0.7480-0.7485in)	19.05 (0.0750in)



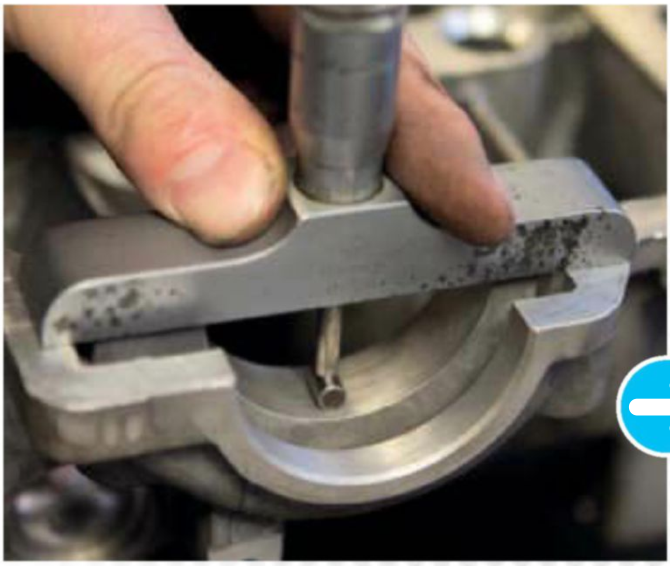


03 **MAIN BEARING BORES** Now it is time to start checking the bearing bores to see if they are within tolerance and to ascertain any offset. Using a depth micrometre, measure the depth of each saddle in the case. The bearing saddle is curved but the tip of the micrometre is flat, so place a bearing dowel pin in the saddle to provide a measuring point. Ensure the dowel is located centrally within the saddle and remember to add the diameter of the dowel (measure this using an external mic') to the recording on the micrometre. For the three main bearing bores, the reach on my depth mic' is not sufficient, so a spare lifter was used, as shown. Note: only use a precision ground component that can be accurately sized

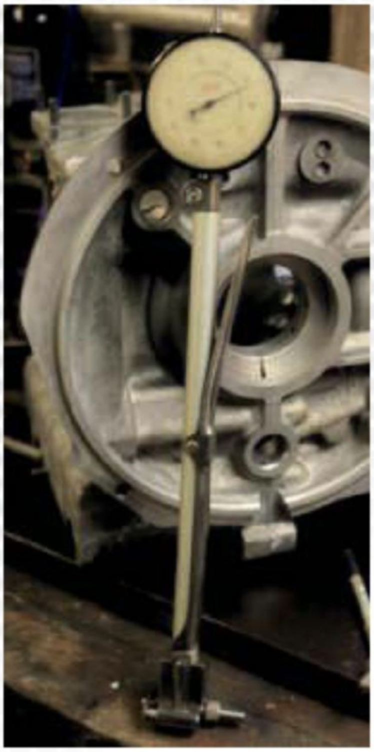


04 **CAM BEARINGS** Repeat the measuring process for all the saddles, recording the results on your spec sheet. Technically, both case halves should measure exactly the same, but invariably there is some offset. Once you have measured both case halves, you should be able to ascertain the offset, and if the crank runs parallel to the case split. For example, if all of the bearings are offset to one side by 0.02mm, this is not a worry. However, if the offset increases incrementally as you measure from no.1 bearing to no.4 (for example, 0.01mm at no.1, 0.02mm at no.2 and so on) the crank will not run parallel to the case split. If the crank is skewed by more than 0.05mm, it is worthwhile having the case deck cut to account for this. Do not worry too much about adding the measurements together as we will check overall bore sizes later.

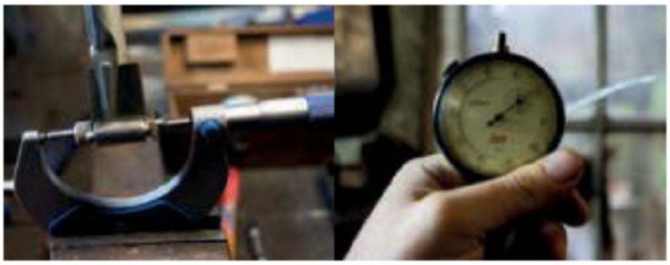
The same checks you undertook on the main bearing bores also need to be completed on the cam bearing bores, too



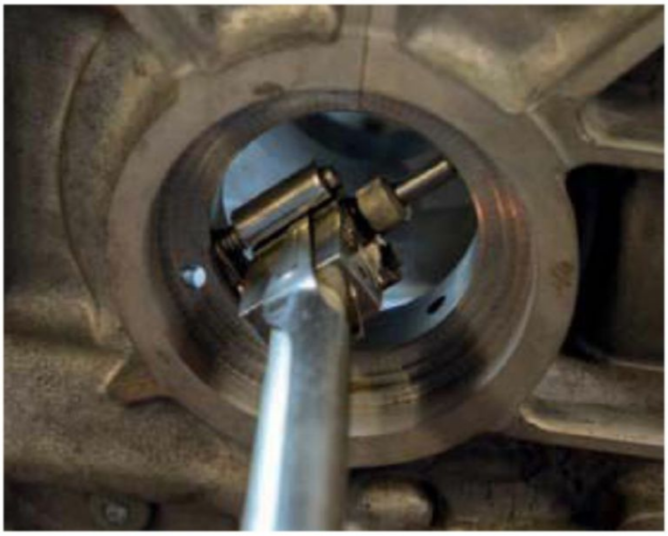
05 **MAIN THRUST BEARING** With the bearing bores checked, next up is the main thrust face. The thrust bearing sits in this saddle and is subject to, yup, you guessed it, thrust loadings. This means that not only is the main bearing surface loaded, the crank also pushes against the flank of the bearing. On a new case, the thickness of the thrust faces should be 22mm, but a used case could have been re-cut to 21mm, or even 20mm. If the thrust face has been cut, a thrust bearing with a thicker lip must be used. It is also possible that a previous engine builder has only cut the thrust face back just enough to clean it up, then machined a 'first cut' (21mm) bearing to fit. The theory being to leave as much material in the case as possible. This is why it pays to measure everything, particularly when using used components, to ensure any such oddities are not overlooked



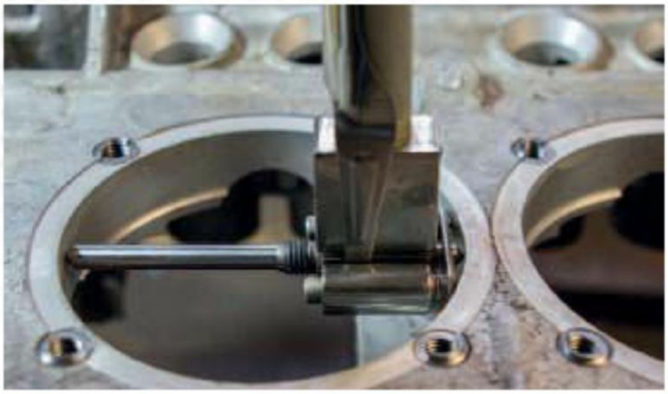
06 **CHECKING OVERALL BEARING BORES** With the bearing saddles measured, you will be able to deduce whether or not the bores are offset within the case, and whether the crank will run parallel to the case split. So, for example, the main bearing saddles should measure 65mm, but you may end up with one half measuring 32.49mm and the other 32.51mm, meaning they are offset 0.01mm. This is not ideal, but it is acceptable. Once you are happy, put the case studs back in (if you removed them) and torque the case halves together to 26ft.lbs. You can then check the absolute diameters of the main bearing bores, and check for any out of round. To do this, you need either a set of snap gauges or a dial bore gauge



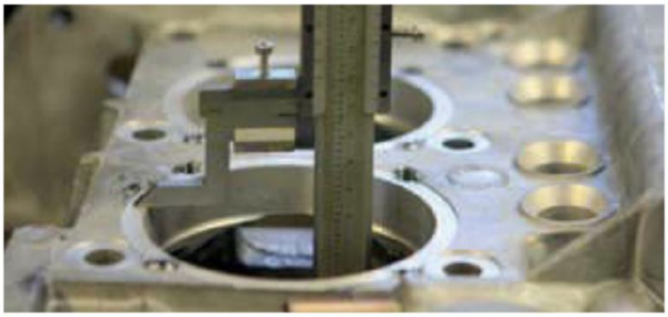
07 **SETTING UP TO CHECK BORE SIZE** Zero the dial bore gauge to the correct size for the bearing bore. You will need to rotate the scale on the outside of the gauge to zero in order to do this



08 **CHECKING BORE SIZE** Place the bore gauge inside the bearing bore, checking it in two places and making sure you avoid the oil and dowel holes. Rock it backwards and forwards to see how far under or over the correct dimension the bore is. If it is out, take another set of measurements. If they are repeatedly out of kilter, you may have a problem. The bores could be out of round or the case may have been bored for oversized bearings



09 **CYLINDER BORE DIAMETER** There are a number of other checks you can undertake on the case to make sure everything is in order. First up, it is useful to have a note of the diameter of the bores into which the cylinder spigots fit. There is no set figure for this, but a stock cylinder has about 0.3-0.5mm of clearance between the case and the cylinder spigots, giving the barrel room to expand with heat and allowing it to seat properly within the case and heads. While you are undertaking this check, it is also worth having a look at the way the case savers (if fitted) sit in the case. Sometimes they can stand slightly proud, which will prevent the cylinders seating properly



10 **OTHER CHECKS** Next up, check the deck height between the cylinder mating surface on the case and the case split. This is particularly useful if the case has been cut for larger barrels and pistons and will highlight if the decks have been canted to account for any skew in the crank. This measurement does need to be taken from a surface plate, using either a height vernier or a dial indicator on a stand. Take a measurement from each quadrant of each bore to give an idea if the deck is cocked in any direction

Next stage

By now, you should be able to ascertain if your crankcase is dimensionally up to scratch to proceed with the build. If there are minor issues, now is the time to have them fixed through corrective machining. A common example is an align bore, or machining of the thrust bearing faces. If you are happy everything measures satisfactorily, it is time to move onto the rotating components in the engine – the crank and camshaft and their respective bearings. Again, these all need to be checked to make sure they are correct though, as I discovered recently, even if everything measures correctly, that doesn't mean they will work… A dodgy batch of big end bearings all met spec when measured, but had slight raised patches on the locating tangs, causing them to lock solid when torqued up. Thankfully, this was spotted and they were promptly binned, but had the engine just been put together using them it would have been a major problem. Unfortunately, such problems are not a rarity, highlighting that you need to pay attention to every stage of a build in order to end up with the best end result.

Building an engine properly is a long process, but do it right and it will pay off, saving unnecessary hassle and expense. ■

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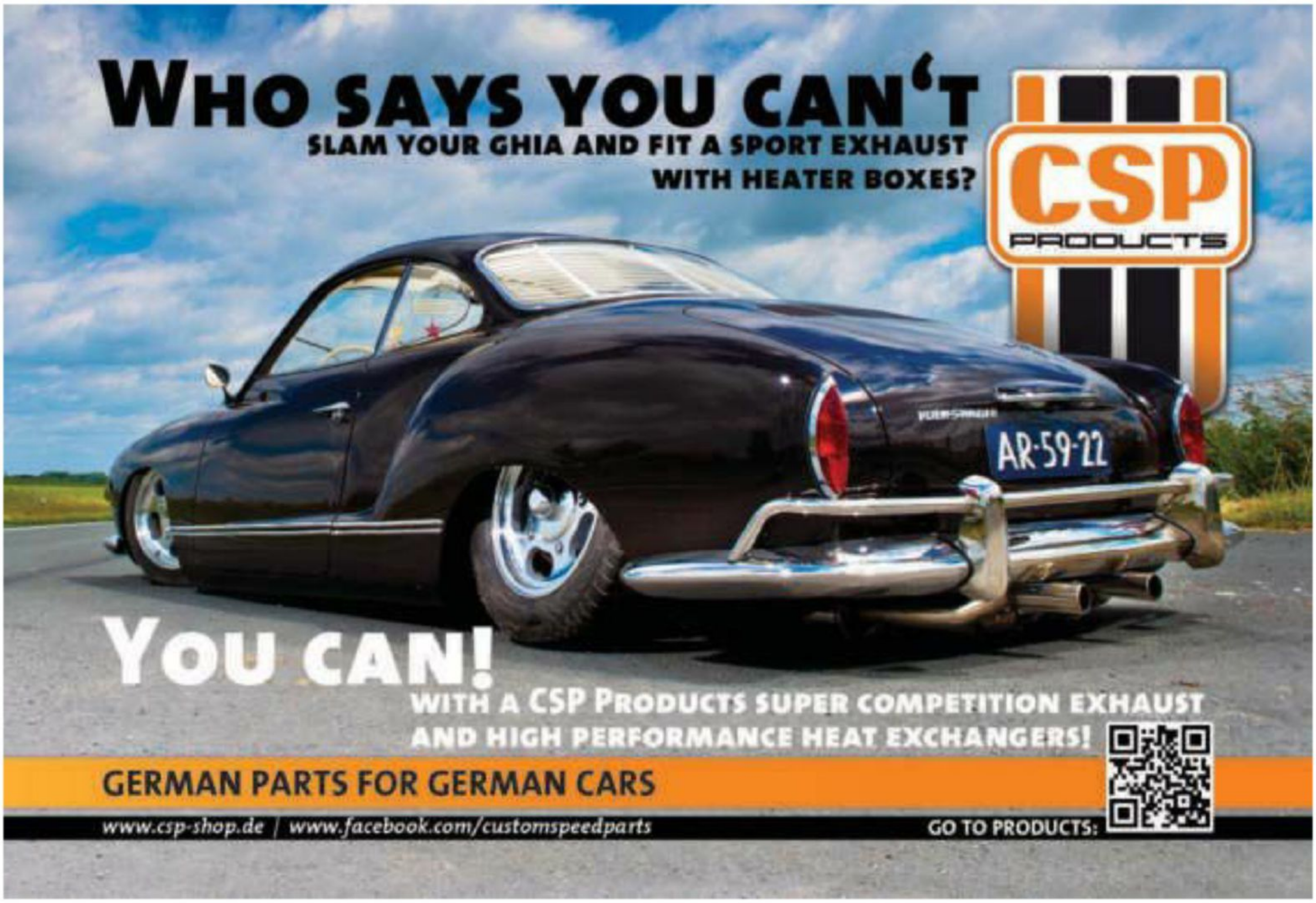

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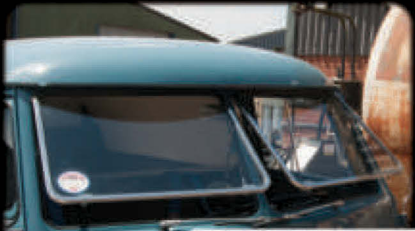

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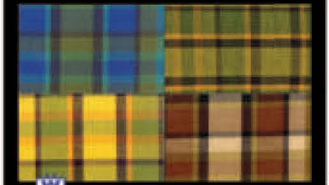

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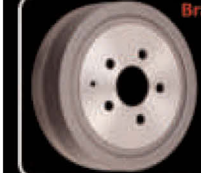

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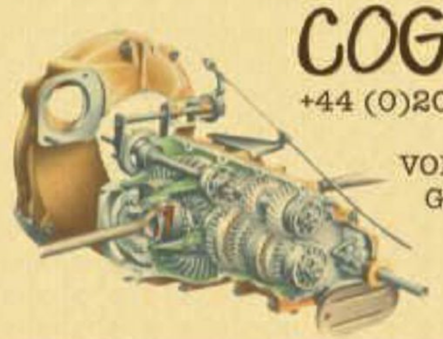

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BEETLES FOR SALE

BEETLE

1972, £2,250 ovno. True Rat Rod, MoT January 2017, 1641 engine, Adj front axle, Adj shocks, many other bits added, unique, phone or text. Norfolk. 07708 601114

BEETLE

1972, £6,000 ono. Good condition, drives well, alloy wheels, alarm, new floor pan fitted in 2010, have owned for the last 12 years, MoT till November 2016, reluctant sale. Staffordshire. 07895 675997

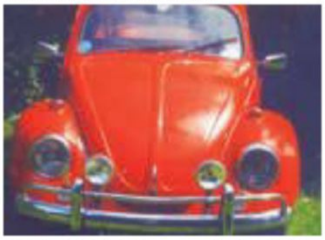
BEETLE BAJA

1973, £3,650. 1600cc, tax exempt, long MoT, big wheels, part chrome engine, racing seats. A real head turner, very clean car, sounds good, big bore exhaust. Dorset. 07809 566160

KARMANN CABRIOLET BEETLE

1976, £12,000 ono. Tax exempt 2017. Complete Resto. Engine rebuilt, NOS carb Underneath brand new, Respray.Needs hood and carpets. Can supply at cost. Photo book of resto included. 07793 564364 (HR)

VW BEETLE 1200CC



1972, £1,200. Recommission 2/12, mileage at 9861 now 11,741-4, clean/good runner but no winkers: Minor float somewhere, need space for project, tel after 60m w/ends. Cambs. 01945 419062

CAMPER VANS FOR SALE

CAMPER VAN

1973, £15,250. Full body respray, engine rebuild, new tyres, battery, etc. No driving medical so has to go, will get MoT. York. 01757 288344 (HR)

CRAFTER MOTORHOME

2010, 63,250 miles, £29,950. 2.5ltr blue TDI, 6 speed, MOT'd January 2017, Fully insulated, Cream leather interior, fixed double rear bed (5'9 long 4 wide), Removable dining table, both front captains seats have swivel bases, 240V hook up, full cooker with seperate oven and grill and 4 hobs, Wet room with cassette toilet wash basin and shower. Bristol. 07977 233546 (HR)

DEVON CAMPER VAN

70,000 miles, £20,000. Opportunity to own a Near original classic very few examples left,RHD,Honest excellent all round condition,seeing is believing this is not a time waster, a one off must be seen up close to appreciate. 01460 66681 (HR)

T25 WESTFALIA JOKER

1990, 92,438 miles, £14,000 ono. LHD, 1.6 litre turbo-diesel. Eberspaecher heater. Two ring gas hob. Three way fridge. Rock and roll bed. Much loved family camper but sadly now too small for us. South East. 07790 021747 (HR)

T25 WESTFALIA VANAGON

£7,995 ono. Original Savannah beige (gold) metallic. 1.9 Digijet engine (DH code), reconditioned with approx. LPG 34MPG. Years MoT, Drives beautifully, cared for and used as a daily driver with long distance holidays taken!. Full description on request. Wiltshire. 07525 134993 (HR)

T5

2007, 140,000 miles, £18,000. Reimo pop top roof with bed. Onboard a fridge, gas hob and sink with electric tap. He is MOTed until September. Vango Airbeam drive away awning and insulated windscreen cover. Southampton. 07570 614656 (HR)

T5

2006, 179,000 miles, £14,995. Camper with rear rock and roll bed with seat belts, so 5 seater. Colour changing lights, LED front side lights, reversing camera, Bike rack, Chrome roof rails and roof rack, Chrome side steps, Bluetooth, usb port for music, dvd player, loads of storage, Fold away table, leisure battery with mains hook up, rear sockets. South West. 07985 216163 (HR)

T5 63

23,000 miles, £28,250. T5 full conversion. Riemo roof with Riemo rails. RIB leather crash tested seat. Solar panel. Vohringer furniture. Smev hob+sink and grill. LED lighting. Swivel double seat.House move forces sale. Please ring for more info. Cornwall. 07851 860955 (HR)

T5 CAMPER

96,000 miles, £12,499. Lots of history,Rock n roll bed, Smev sink & hob,leisure battery,elec hook up,12v lights inside, leather seats. Devon. 07808 523348 (HR)

T5 CAMPERVAN SPORTLINE TRANSPORTER

83,000 miles, £27,500. Professional camper from 8Ball Campers, 2 years ago. Brand new unused canvass pop top. MOT to Dec 2016. Pendle professional ECU remap from Vagnostics and forge intercooler FSH. East Yorkshire. 07800 733516 (HR)

T5 CONVERSION

£18,000. Comes with rock and roll bed, certificated gas hob and sink, 12 and 240 volt electrics, front passenger seat swivels. Electric windows and front fog lights. Gutter rail fitted for drive away awning, lowered suspension and 20 inch low profile alloys, a very comprehensive log of all maintenace. Ebbw Vale. 07854 449476 (HR)

T5 OLD SKOOL CAMPER

137,000 miles, £18,500. T30 130 camper with custom interior, Poptop, Swivel seats with half leather upholstery throughout, Fully adjustable Air ride, Banded steel wheels, Cooker, Sink, Fridge. Side Awning. Interior fully painted, Pack away magnetic curtains, lots of storage under dinette seating/bed. Portsmouth. 07775 920157 (HR)

TRANSPORTER T5

2007, 89,094 miles, £21,500. This stunning, top class, professional conversion sleeps 4 comfortably. Black with chrome fixtures and leather interior seats. Hampshire. shaunadams@hotmail.com (HR)

VOLKSWAGEN 1641CC TWIN WEBBER

2007, 98,000km miles, £20,000. Show engine adjustable suspension, narrowed beam, banded original wheels,custom paint,too much to list, rhd, South Africa, Stunning,conversion smev cooker sink rock and roll bed, ring for spec,disabled hand controls removable. Cornwall. 07913 824117 (HR)

VOLKSWAGEN 174 2.5

2004, 202,451 miles, £11,500. 174 Transporter Dayvan uprated to 192 BHP. Aircon & Cruise as standard. Plymouth. 07769 975204 (HR)

VOLKSWAGEN COCKBURN/ HOLDSWORTH 'VISTA' CAMPERVAN

37,406 miles, £11,000 ono. Lots of extras, new recon. Power Assisted Steering. T4 1.9 Turbo Diesel Engine. Full service history, MoT due 27.09.16. Ready to go. Lyme Regis. 01297 444973 or 01297 34661 (HR)

VOLKSWAGEN T2 BAY

1968, 14,700 miles, £35,995. On original 1.5 air-cooled engine, untouched Devon conversion, just one owner from new, fully restored bodywork, very rare find. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

1972, 101,000 miles, £29,995. 1.7 litre Type 4 air-cooled engine, Westfalia conversion, original right hand drive model, very sought after. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

2005, 17,900 miles, £27,995. 1.6 fuel injected air-cooled engine, Danbury conversion, four berth, five seats, lots of extras. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

2013, 30,000 miles, £33,995. 1.4 fuel injected water-cooled engine, brand new Danbury conversion, up to four berth, five seats, very nice specification. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

52,000 miles, £26,995. 1.4 fuel injected water-cooled engine, five seats, two berth, Danbury conversion, fixed roof - raising roof and roof bed to make 4 berth can be added for £3,598. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

81,000 miles, £24,995. 1.6 fuel injected air-cooled engine, Danbury conversion, four seats, two berth, add a roof bed to make four berth for £599. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

2009, 38,000 miles, £25,995. 1.4 fuel injected water-cooled engine, four seats, two berth, custom conversion, fixed roof - add a raising roof and roof bed to make four berth for £3,598. 01454 310000 (HR)

VOLKSWAGEN T2 BAY

2014, 3,810 miles, £49,995. 1.4 fuel injected water-cooled engine, Danbury conversion, four seats, four berth, air con, power steering, huge specification. 01454 310000 (HR)

VOLKSWAGEN T2 SPLIT SCREEN

1966, 65,000 miles, £21,995. 1.5 air-cooled engine, two berth, four seats, ideal restoration project. Vehicle will have fresh service and MoT once sold. 01454 310000 (HR)

VOLKSWAGEN T25 CAMPER

1984, 47,000 miles, £4,000. Original Autohomes interior and under 50,000 miles.Mot to April 2017.Well maintained and serviced. Some rust on seams and gutter rails. Runs very smoothly. Ammanford. 07746 748951 (HR)

VOLKSWAGEN T25 CAMPER VAN

1986, 150,000 miles, £16,000 ono. MoT until November. Oven and grill, new fridge, hob and sink, leisure battery. Swivel passenger chair, rock & roll bed, pop top, roof rack, kyam awning included. West Yorkshire. 07887 533614 (HR)

VOLKSWAGEN T25 HOLDSWORTH VILLA 3

1990, 72,100 miles, £8,500. 2.1 litre petrol. Water cooled. Power steering. Manual. Original interior. Includes cycle rack and frame tent. New MOT from March 2016. Norfolk. 07941 290162 (HR)

VOLKSWAGEN T25/T3

1987, 93,000 miles, £15,995. Devon Moonraker, power steering, fantastic condition in and out. 01454 310000 (HR)

VOLKSWAGEN T5 BRAND NEW CAMPER CONVERSION

2014, 23178 miles, £29,995. June 2014. Candy White. Cruise Control. Rear Parking Sensors. Grab Handles front & rear bumpers. Colour coded door mirror housing and handles. Stainless Steel Side Bars 20 Stormer Twist Alloys. West Midlands. 07801 239781 (HR)

VOLKSWAGEN T5 CAMPER VAN CONVERSION

2007, 76,000 miles, £27,995. A spectacular one off custom build camper conversion, this vehicle is a must see and has been modified to the highest standard. Full service history and has low mileage. Cheshire. 07775 576265 (HR)

Military matters

The man in overall charge of VW during the immediate post-war 'British' era was Colonel Charles Radclyffe

Words
Richard Gunn

Although less well known than Major Ivan Hirst, who worked for him, Colonel Charles Radclyffe also played a pivotal role in helping save Volkswagen after the Second World War. His name did become immortalised on the so-called Radclyffe Roadster, but as only one was ever built it's not the sort of car you're ever going to see at a VW show.

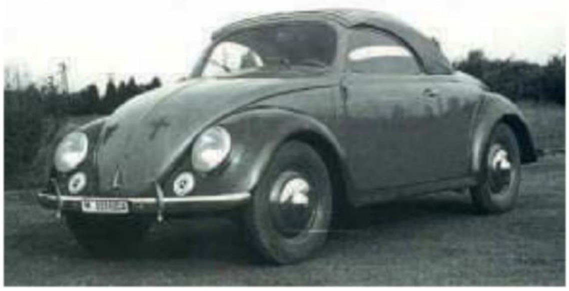
Sadly, Colonel Charles and his Roadster are no longer with us, but here's the brief story of the man, and the very special Volkswagen named after him.

The area of Germany where the Volkswagen factory was located fell to the Allies on April 10, 1945. The British Control Commission for Germany (CCG) was put in charge of the region from mid-June. Overseeing all light mechanical engineering in the British zone of occupation was Colonel Charles R Radclyffe CBE DSO. He'd fought in the First World War with the Tank Corps and Allied Expeditionary Force, after which he'd run a bus company in the USA, then become the representative for White Trucks in India and the Far East. Back in the UK, he worked in sales for vehicle manufacturer, Alvis.

> "He shared his subordinate's enlightened belief that the Beetle could be another Ford Model T"

Therefore, it's no surprise that at the outbreak of the Second World War he was given responsibility for tank supply and spare parts and, when Germany was defeated, was sent to Berlin to run the War Office there before his transfer to the CCG in Minden. When he arrived, he realised immediately a workshop was desperately needed to repair military vehicles.

Despite being largely ruined from bombing, the Volkswagen plant, in newly-re-named Wolfsburg, seemed to fit the bill. So Radclyffe sent his junior officer, Major Ivan Hirst of the Royal Electrical and Mechanical Engineers (REME), to run things. It was, of course, Hirst who had the foresight to see the Volkswagen factory could be rebuilt into much more than just a repair facility. But all his optimism wouldn't have amounted to anything if he hadn't been able to convince his boss the place had potential.



The Radclyffe Roadster, arguably the world's first custom Beetle

Fortunately, his commanding officer shared his subordinate's enlightened belief that the Beetle could be another Ford Model T. When a saloon salvaged from the factory was demonstrated to the CCG, an order for 20,000 cars was placed, for use by the armed forces and military government. The production of these, beginning in late 1945, effectively saved Volkswagen as a car maker. As the senior man at HQ, Radclyffe was crucial in ensuring the factory received the parts, raw materials and assistance it craved.

In 1946, Hirst was behind the creation of a one-off two-seater convertible Beetle, the idea for which indirectly came from another REME officer and car enthusiast, Colonel Michael McEvoy. To keep costs down, the rear engine lid was simply a modified front bonnet with grilles stamped in it. The stylish car was given to Radclyffe to use during the summer months, which he did, very enthusiastically, earning it the name Radclyffe Roadster. On one occasion, the sporty twin-carburettor car was returned to the plant having hit a girder on an autobahn. This wrecked the front axle, gearbox and engine but, bizarrely didn't touch the body. The solution was simply to fit a whole new chassis and engine.

Unfortunately, what ultimately happened to the Radclyffe Roadster isn't known, but it was spotted by Joseph Hebmüller who 'borrowed' its design as the basis for his own two-seater roadster from 1949.

Radclyffe's other claim to fame is he was responsible for appointing Heinz Nordhoff as general director in January 1948. He'd steer the company to phenomenal international success over the next 20 years. In September the following year, he signed Order number 202, the document that transferred the re-born Volkswagen back into German hands. The British chapter was at an end.

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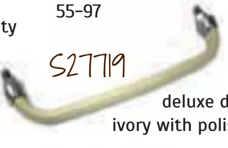
S74388 SOLO complete rear straight axle kit for splitscreen bus 55-97

Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler
V00088

B34009
Centre console basket in black

S72991 German quality internal door release surrounds 68-72

S27719



German quality deluxe dash grab handle ivory with polished ends 55-67

S70375

German quality complete chrome internal door release handle and surround Left 68-72

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